

# small air forces observer

vol. 24 no. 2 (94)  
July 2000

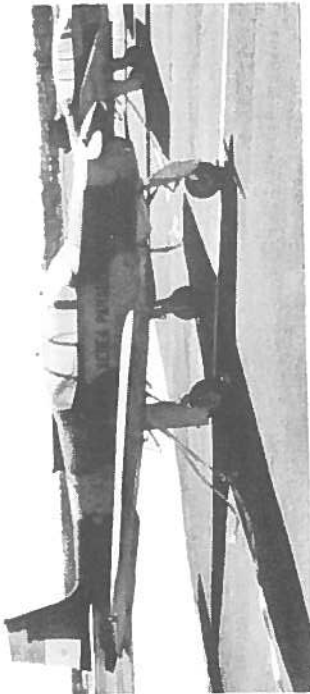
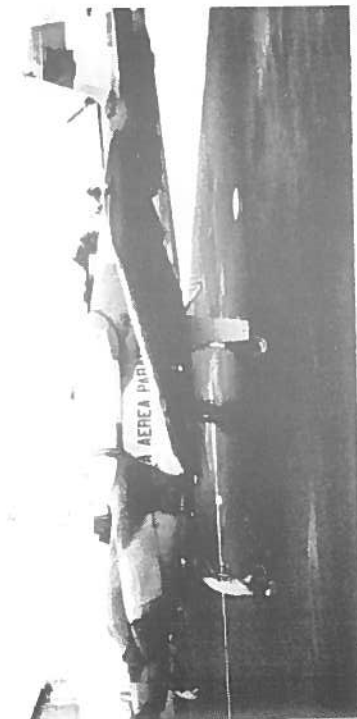
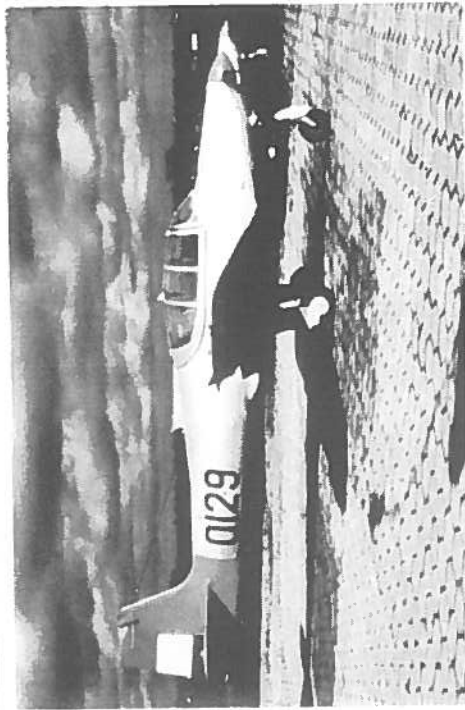
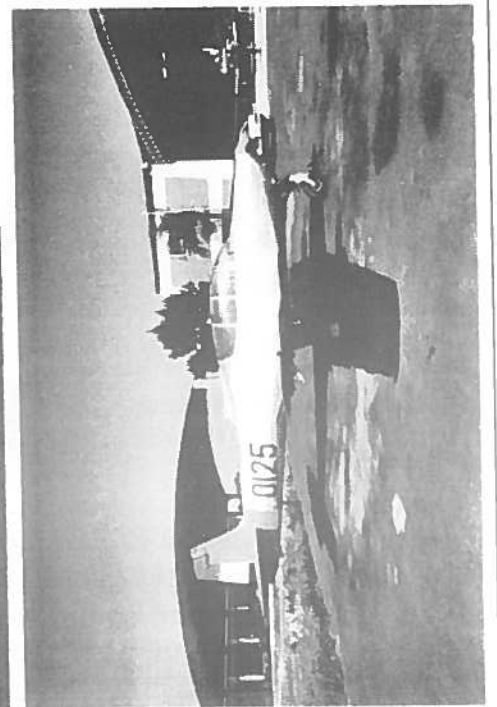
US \$4.00



Dominican Republic & El Salvador T-35 Pillan  
Yugoslav Brothers in the Spanish Civil War  
Air-to-Air Combat over Latin America  
Chinese Military Aviation 1905-1918  
Paraguayan Air Force T-25 Universal  
RAF Museums Hawker Tempest II  
Thailand Mitsubishi Ki-30 Ann  
Siamese Aviation 1911-1929  
Belgium's Nieuports

vol. 24 no. 2 (94)

July 2000



# SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

## CONTENTS

Wants . . . . .	39
Abstracts . . . . .	40
Magazines (Let <sup>3</sup> ) . . . . .	42
Air-to-Air Combat over Latin America:	
Part 1 (Flores) . . . . .	43
Belgium's Nieuports (Trieche) . . . . .	47
RAF Museum's Tempest II (Simpson) . . . . .	50
Early Chinese Military Aviation (Cochrane) . . . . .	51
Swedish He 114 (Devins) . . . . .	52
Thailand Ki-30 Ann (Onoguchi & Young) . . . . .	53
Siamese Aviation 1911-1929 (via Hammil) . . . . .	54
Paraguayan T-25 Universal (Sapienza) . . . . .	55
Yugoslav Brothers in the SCW (Gordeljanov) . . . . .	56
Uruguayan Hellcat (Teixeira) . . . . .	58
Letters (Gordeljanov) . . . . .	58
Dominican & El Salvador Pillan (Delgado) . . . . .	60
Books (British WWI Aircraft in Poland, He 60, Finnish Bf 109, Operation Barbarossa, Encyclopedia of Work Aircraft) . . . . .	62
Magazines (Revi, Mushroom Model Magazine, Il Notiziario, Suomen Il. Lethi) . . . . .	63
Kits (Potez 25, Piaggio P.136L, SM.74) . . . . .	64
Decals (P-40C, Dutch Decals, Finnish a/c, Soviet Su-17) . . . . .	65
Accessories (Fw 190 cockpits, P&W R-2800, Black Magic Masks) . . . . .	65
Letters (Crawford, Dulaitis, Kugler, Hagedorn, Dobrzelecki) . . . . .	67

**SAFO EDITORIAL POLICY:** The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

**SUBSCRIPTION RATE:** Subscription to the cur-

rent volume of the SAFO is US \$13.00 for 4 issues in the USA and \$14.00 elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$22.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US made payable to "Jim Sanders". New subscriptions begin with the next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

**BACK ISSUES:** Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published at \$3.00 each. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

**MEMBERSHIP LIST:** To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for \$1.00 plus postage (\$1.00 surface or \$2.00 air mail).

**SPONSORSHIP PROGRAM:** To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

SAFO is distributed in England by Midland Counties Publications, Unit 3 Maizefield, Hinckley Fields Trading Estate, Hinckley, Leics. LE10 1YF. Additional distributors in other countries would be most welcome.

**SMALL AIR FORCES OBSERVER** (USPS 439-450) is published quarterly for \$13.00 per year by the Small Air Forces Clearing House, 27965 Ber-

wick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

**COPYRIGHT:** Copyright © 2000 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

**LOST MEMBERS:** Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Scott Fraser, Sidney, BC, Canada; Matthias Rothe, Berlin, Germany; Jaroslav Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio.

**SAFCH WEB SITE:** See SAFO photos in color and chat with members at: [www.bartoli.com/safo](http://www.bartoli.com/safo)

**COVER COMMENTS:** This fine photos of an Argentine AF Sabre was sent by Jorge F. Nunez Padin, the author of the book, North American F-86F Sabre Jet in the Argentine Air Force. The excellent book is still available from the SAFCH Sales Service.

**LAST CHANGE SALOON:** To help clear the shelves, a few titles from the Estate Sale will be offered each issues. If they are not sold by the time the next issue is published they will be tossed out. These are free, you just pay the postage. If you need specific issues, write for quote. 64 issues of Air Classics (June 68 - May 80); 11 issues of Canadian Aviation (Sept 64 - May 78; and 6 issues of Flypast Canadian Aviation Historical Society (June 74 - June 78)

**HELP:** The editor needs the current address of Terry Elmore previously of Everett, Washington, USA. I still need the current address of Andy Heape from South Africa, but last known living in England. The SAFCH owes both gentlemen money that I would like to send to them.

## -wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"Information needed on the 'winged horse' insignia used on the Dominican Republic Army Cessna 207 FAD 1537. I need a good drawing and colors (or good photo) for my research for the book 'History of Aircraft Military markings since 1903'"  
Jean Rouze (SAFCH #605), 5 rue Aristide-Briand, 59700 Marco-en-Baroeul, France.

"Information wanted on the Beech 18 family including the AT-7, AT-11, SNB, JRB, C-45, Expeditor, etc."  
Paul Minert, 9634 Cypress Ave., Fontana, CA 92335, USA.

"Wanted: Insignia Magazine #s 1, 3, 4, & 5."  
Walt Noiseux (SAFCH #1574), PO Box 18, Syracuse, NY 13201, USA. E-mail: [wfnawebtv.net](mailto:wfnawebtv.net)

"I am looking for a US source to purchase the AeroClub kits of the PC-7 in Dutch, Chilean, and Mexican markings and their PC-7 in Swiss, Bolivian, and Burmese markings. I am also trying to find a US source for the book, Luftwaffe Secret Projects: Strategic Bombers 1935-1945, by Kewig and Rode.

"I am also looking for the following kits: Aurora Boeing B-17 "12 O'Clock High", 1/156 scale (3 bombers in one kit) or there is another kit (a single one) of the B-17G Flying Fortress also in 1/156

scale; Aurora Lockheed P-38J Lightning 1/84 scale (small one); Aurora Republic P-47D-15 Thunderbolt 1/95 scale or 1/53 (bubble canopy); Aurora F-100C Super Sabre 1/103 scale (or Comet or Frog); Aurora Cessna Skymaster 1/72 scale; Piper Apache, Piper Cherokee, Piper Aztec all in 1/72 scale; Aurora Cessna 310 1/64, also Beech Super 18 in 1/88 scale (or Comet brand which was the original box and kit). Finally, the Aurora Vought F7U Cutlass 1/70 scale. I am also interested in the 1/144 scale Otaki, Crown, LS, Entex, and others in this small scale."

Ron V. Ferreyra (SAFCH #482), 757 Emory St. #106, Imperial Beach, CA 92032, USA.

## AUSTRALIA

**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 1/00 (28 pages) "Yak Colours" 3/4-page with 3 side-view drawings of Soviet Yak-1, -7a, & -9T. "Hawker Sea Fury T.20" 1/4-page with side-view drawing of a black & red RN a/c. "Air America" one page addenda including 2 side-view drawings of Helio Super Couriers. "Errata" one page with 4 side-view drawings of Camel correcting an earlier article. "Stearman Kaydets and Others" 4 pages including a table listing all variants and 7 side-view drawings (including a Cuban & a Venezuelan a/c). "Still Going Strong" 1/4-page with side-view drawing of Spanish Nationalist CR.32. "Lysander" 6 pages including review of available kits, 6 side-view drawings (including 2 RAAF and one Egyptian a/c). "Junkers Ju 88 Series" 4 pages including a review of available kits and 3 side-view drawings (including one French and one Italian a/c). "Ex USAAF Lockheed F-4 Lightning in RAAF Service" 3 pages including 3 photos and 2 side-view drawings.

## AUSTRIA

**OFH NACHRICHTEN** (Oesterreichische Flugzug Historiker, Pfenniggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 20-Year (77/97) Index available. 1/2000 (36 pages) "Ostarrichi-Draken" 3 pages including 4 photos. Photos: Austrian AF Jet Ranger and Skyvan.

## BELGIUM

**KIT** (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; International Postal Money Order for \$30 for 4 issues. #113 1/1999 (36 pages) "F-105: Suite du feuilletton" 2 pages including 3 photos of Belgian F-104. "Sabena: New Aircraft, New Colors" 4 pages including 4 photos and 6 side-view drawings (Boeing 737, BAe 146, Avro RJ100, and Airbus A330 & 340). "Heinkel He 178V1" 3 pages including 7 photos of 1/72-scale model. "Le F4U-1 Corsair de Tamiya au 1/48" 4 pages including 4 photos of model and a 3-view drawing of a/c in British Pacific Fleet markings. "British Aerospace Harrier GR. Mk.3 de la RAF" 3 pages including one photo of the model and a 2-view drawing. #114 2/1999 (36 pages) "Les nouvelles peinture des derives de F-16" 5 pages on new markings carried by Belgian F-16 including 6 photos and 6 drawings of new tail markings. "L'OTAN a 50 ans: Les couleurs belges a Fairford" 2 photos and 2 side-view drawings of Belgian F-16 in special markings. "McDonnell-Douglas AV-8B Harrier" 3 pages including 2 photos of the model and a 4-view drawing. "Les loups de Beauvechain" 4 pages including 11 photos (2 in color) of Belgian current training a/c (SF.260, Alpha Jet, & Magister). "40 ans d'Alouette II a l'Aviation Legere de la Force Terrestre" 5 pages including 6 photos (one in color) and a table of 'Belgian Army Light Aviation Alouette II write-offs'. "Klemm Ki-25: 5 pages on building the 1/72-scale Huma model including 6 photos of the model. "Nos anciens Mirage V au Chili" with 2 photos of Chilean Mirage V. #115/116 1/2000 (68 pages) "Que peut-on lire concernant le Hunter?" 13-page review of books, magazine articles, kits, accessories, and decals for the Hawker Hunter. "Les Boeing B-747 'Jumbo' de la Sabena" 2 pages including 4 photos. "Le Phoenix

des moteurs a reaction ..." 4 pages on modeling the jet engine in the Tamiya kit of the MiG-15 including 5 photos of the real engine and 2 photos of the model engine. [Ed: 1/72-scale kits of centrifugal jet engine are long overdue. Is anyone out there listening?]

## CZECH REPUBLIC

**ZLINEK JUNIOR** (Jaromir Stepan, Druzstevni 4509, 760 05 Zlin.) #12 **Unor** 2000 (16 pages) Nothing of small-air-force interest. #13 **Duben** 2000 (16 pages) "Vyskove Spitfire" 4 pages including 3 photos and 4-view drawings of Spitfire Mk.VII 'DU-G'. "Zlin Z-226" 2 pages including 6 photos and 5-view drawing.

## DENMARK

**NYT** (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary. #85 (40 pages) "De danske Catalinaer i model" 7 pages including a magnificent color photo of 'L-861 about to beach somewhere in Greenland' [Ed: This photo would be the inspiration for a gorgeous diorama.], 8 b&w photos, and sketches of the SARAH (Search and Rescue and Homing) antenna. "Den forste jordomdyvning" 3-pages story of the first around-the-world flight including 4 photos. #86 (40 pages) "Fokker C.V i dansk tjeneste" 2 pages including 5 photos (one shows a camouflaged C.V with neutrality markings consisting of Danish flags on the vertical and horizontal tail surfaces). "Ilyushin Il-2 Shturmovik" 3 pages including 8 side-view drawings (Soviet, Czech, Hungarian, Polish, and North Korean - but all Il-10s).

## ENGLAND

**IPMS MAGAZINE** (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00. 2/2000 **March/April** 2000 (48 pages) "Arado Ar 196-A3" 5 pages on building the 1/48 MPM kit. "I liked it so much, I built the kit" a one-page review of the Osprey book on Finnish Aces and building the Hasegawa Bf 109G in Finnish markings including 2 photos.

**THE CATALINA NEWS** (Joan Watts, The Catalina Society, 24 Batts Hill, Reigate, Surrey, RH2 0LT England. One year £15.)

#44 **May** 2000 (24 pages) "Tanker 85" 3 pages on a Catalina water bomber including 4 photos. "US Military Catalinas in the UK" (Part 1) 4 pages including 2 photos. "A WOP/AG's Logbook" 4 pages including 3 photos. "JX225's Accident" 3 pages on accident at Gibraltar including one photo. "World Catalina News" 3 pages including 4 photos.

**PLASTIC KIT CONSTRUCTOR** (PAMAG Publications Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com).

#60 **Winter/Spring** 2000 (36 pages) "Lippisch LP 12 & Entwurf I & IV" one page of drawings showing the a/c mounted on their carrier Fw 58 and Ar 234. "Delanne 10C2" 2-page review on building the Hi-

Tech kit including 9 photos of the model. "Bell P-63 Kingcobra" 2-page review on building the Toko kit with 15 photos of the model. "AeroClub's Meteor NF14" 4 pages on building the 1/48-scale kit including 19 photos of the model. "Red Arrows' Hawks" 2 pages including 10 photos of the a/c. "XF5F-1: Tigercat's Granddaddy" 4 pages on building the 1/48-scale kit including 22 photos of the model. All the usual excellent reviews of kits and decals.

**INSIGNIA** (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com).

#14 **Spring/Summer** 2000 (36 pages) "Air Force Insignia #22: Albania" color drawings of 8 national insignia. "Air Force Insignia #23: Ecuador" color drawings of 2 national insignia. "Swiss Fliegertruppe" (Part 1) 9 pages including table of serials, 3 photos, 5 two-view scale drawings (DH-1 M-I, DH-2 M II, DH-3 M III, DH-3 M IIIB, DH-4 M IV), and 13 side-view drawings (Farman F.20, Bleriot XI-b, Bleriot XI-2, Morane Saulnier MS35, Aviatik C.I, DH-3 M IIIa, Nieuport 23, Nieuport 28, Fokker D.VII, DFW C.V, DH9A, & two DH9). "Ecuador Air Force Museum" 2 pages with 12 photos (B-25, T-34, S-55, T-28, DC-4, C-47, two T-6, T-33, Meteor F.8, PBY-5A, & T-28). "Curtiss and Crown" (Part 1) 5 pages including 17 photos of WWI Australian air school. "Letters and Questions" 3 pages including a letter describing the Norwegian Bleriot XI crossing the North Sea from Scotland to Norway (one photo); two letters on Austrian Fokker M.7; and 6 photos of Baltic aircraft (Estonian Short 184 and DH9, Latvian DFW C.V, and Lithuanian Anbo IV & Dragon Ripides). "Mongolian Air Force 1990-94" 2 pages including drawings of 6 national insignia, 3 side-view drawings (MiG-21PFM, Mil Mi-24, & Mil Mi-8, and decals sheet for these three a/c. "Serial Systems #3: Australia" 2 pages including table of serials and 3 photos (two Demons & a GAF Jindvik). "Air Force Insignia #24: United States" 2 pages with color drawings of 14 national insignia and drawings of the 'Amarillo' typeface used by US aircraft for codes and serials. Color photo: two Czech tiger-striped Mi-24V.

## FINLAND

**FINNISH AIR FORCE SPECIAL INTEREST GROUP**, c/o Niles R. Treichel, Ludigstr. 13, 27432 Bremervoerde, Germany. Entirely in English. No. 15 (12 pages) "Early Finns" one page on the Finnish Albatross C.III including 3-view drawing. "The Other Side" one page on Lithuanian and Latvia Gloster Gladiators including 2-view drawings.

**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). 1/2000 #133 (16 pages) Nothing of small-air-force interest.

**SUOMEN ILMALIIHISTORIALLINEN LEIHTI** (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by Interna-

tional Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

2/2000 (24 pages) "Sidney Cotton's Enigmatic Hudson at Helsinki" 6 pages including 2 photos, 3-view drawing, and 4 side-view drawings. "MS-406 Rammed by DB-3M; Pilot Run over by his own Aircraft" 4 pages including 4 photos. "Dornier Do 217" 2 pages including 3 photos of Luftwaffe aircraft. "Neutral! Sweden assisted Finnish bomber during the Lapland War in 1945" 2 pages including 2 photos. "The Origin of the Emblem of HLeLv 34" one page including 4 drawings of 'crow' emblem. "Olli Puhakka: Mannerheim Cross Holder No. 175" 3 pages including 4 photos and victory list. "Talkback" 2 pages with 2 photos of Brewster Buffalo during Lapland War.

## FRANCE

AIR ZONE, Le Nouveau Mensuel de l'Air! (Air Zone Magazine, 53 rue Boissiere, 75116 Paris. E-mail: headland@airzone.net) A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.

#28 (68 pages) "Ciao Miro!" 4 pages including 3 photos of an all-gold Swiss Mirage. "Tactical Fighter Weaponry '99" 4 pages including 8 photos (German & Turkish F-4, and Danish F-16). "Trident" 17 pages on French Mirage 2000 with 14 photos of a/c and 21 photos of Squadron badges and patches. "L'escadrille des volontaires" 8 pages including 18 photos of French TBM 700. "L'aviation militaire en Estonie" 5 pages including 9 photos (An-2, Mi-2, Mi-8, Blanik glider, PZL-104 Wilga, & LET L-410) and map.

AERO JOURNAL, Aero Editions, 50 bld Paul Valery, 32500 Fleurance, France. Complete English translation of the two leading articles. US\$ 40.00 including air mail for one year (6 issues). Visa and Mastercard accepted. E-mail: aerjournal@infonie.fr.

#12 Avril-Mai 00 (72 pages) "10 mai 1940" 23 pages on the first day of the war in the West including 27 photos, map, and 30 color side-view drawings (Dutch T-V, G-1, 8A-3N, & D.XXI (all with color top-view drawings); Belgian Hurricane, Gladiator, CR.32, Battle, & Renard R-31 (all with color-bottom-view drawings); British Blenheim, Battle, Lysander, Gladiator, & Hurricane; French Curtiss 75A-1, Mureaux 117, MS.406, Potez 63.11, Curtiss H-75A-2; and German Do 17P, Do 17Z, He 111P, Ju 88A, Ju 87B, Hs 126B, Bf 109E (4), & Bf 110C). [Ed: An excellent article, especially with an 8-page English translation. The color profiles should keep the modeler busy for months. Did you know that Dutch aircraft had two upper-surface camouflage schemes which were identical except for the interchange of the dark green and the tan?] "La Guerre est finie" 2 pages with 12 color side-view drawings [USAF P-47N; USN F8F; RAF Spitfire 21, Tempest II, & Mosquito VI; RN Corsair IV; Finnish Bf 109G; French NC.900 (aka Fw 190) & Ki-43; Italian CR.42; Romanian IAR 80; & Hungarian Yak-9P]. "Les as de l'aviation" 3 pages including 4 photos and 3 side-view drawings [Spitfire V of 340 (French) Squadron and Fw 190A of Galland]. "Les suédois au Congo" 7 pages including 8 photos and one side-view drawing of UN SAAB J29. "Tempête sur le grand Nord" 4 pages 6 photos and a color 3-view drawing of the Finnish Mersky II. "La mort d'un mammoth" 2 pages including 4 photos of Me 323 & Ju 90 under attack. "La 1000ème

victoire de la JG 2" 6 pages including 6 photos and 5 color side-view drawings [Bf 109F (3) & Fw 190A (2)]. "La Chasse Française 1939-1945 (12): Le GC III/3" 5 pages including 6 photos, 5 color side-view drawings [MS.406 (3) & D.520 (2)], and table of airfields, casualties, victories, etc. "La Pêche au Gros" one page including color side-view drawings of Liberator III 'T' which attack U-643. "Bombes sur l'Oregon" one page including map and color side-view drawing of Yokosuka E14Y1 that bombed Oregon.

#13 Juin-Juillet 00 (72 pages) "Croix de Lorraine sur le Tchad" 14-page story of Free French Lysanders over French West Africa and Chad including 12 photos, 2 maps, one 4-view color drawing, 5 color side-view drawings, and full English translation. [Ed: A suggestion for your 'Dogfight Double' collection: A Free French Lysander against a Vichy Martin 167.] "Kitzingen 8 mai 1945: La reddition de Rude!" 7 pages with 12 photos and 5 color side-view drawings (Ju 87G, Fw 190A, & Fw 190F). "Le P-400 Airacobra au combat" 10 pages including 12 photos and 4 color side-view drawings (Soviet, USAAF, & Portugal). "Oiseaux de nuit" 2 pages with 12 color side-view drawings of night fighters. "Rendez-vous dans 38 ans" 5 pages on Bulgarian Ace including 6 photos and 5 color side-view drawings (one Bf 109G and four D.520). "Le No. 253 Squadron (RAF)" 7 pages including 9 photos, complete English translation, and 5 color side-view drawings (Hurricane, Spitfire, & Venom). "Mecano aux Cigognes" 7 pages including 8 photos and 3 color side-view drawings (D.501, NiD-62, & MS 406). "Un combat qui n'a jamais eu lieu" 4 pages including 4 photos and color side-view drawing of USN Grumman F9F-5. "Le GC 3/3 Ardennes" 5 pages including 6 photos and 8 color side-view drawings (one P-39N and seven P-47D). "Fils d'Icare" one page on Greek WWI flier Aristide Moraitinis including color side-view drawing of his DH.9.

AVIONS: Toute l'Aéronautique et son Histoire (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#85 Avril 2000 (64 pages) "Macchi dans la Neige: Ou l'intermezzo ukrainien de la Regia Aeronautica" (1<sup>ère</sup> partie) 12 pages including 32 photos, one map, color cover painting and 2 color side-view drawings (Ca.311 & Macchi C.200). "Honore Deplus: Un pilote oublié" 5 pages including 19 photos (Bleriot XI, Nieuport XI, Farman F.40, Be.2C, & LVG C.VI). "Les appareils français dans la Marine Polonaise" (1<sup>ère</sup> partie) 6 pages including 17 photos (LeO H.13, Latham 43, CAMS 30, & FBA 17). "Le Blackburn Shark" (2<sup>ème</sup> partie) 11 pages including 25 photos, 2-page 5-view drawing, and 3 color side-view drawings (RN, Portugal, & Canada). "La Romeo Ro.37bis en Espagne" (1<sup>ère</sup> partie) 6 pages including 18 photos and one color side-view drawing. "Des occasions en or pour Staline: Ou les avions allemands en URSS" (2<sup>ème</sup> partie) 6 pages including 17 photos (He 100, Bf 108, Do 215, Fi 156, Fw 58, Bf 109, Bf 110, & Ju 88). "Robert Savary: Un constructeur français de province" 8 pages including 15 photos.

#86 Mai 2000 (64 pages) "Le Curtiss P-40 sur le Front de l'Est" 9 pages including 21 photos and 3 color side-view drawings (Kittyhawk I, P-40EF, & P-40B). [Ed: The P-40EF was a 2-seat Soviet conversion.] "Un Rohrbach Romar pour la France" 5 pages including 16 photos. "Le Romeo Ro.37bis en Espagne" (2<sup>ème</sup> partie) 12 pages including 33 photos and a color cover painting. "Macchi dans la neige" (2<sup>ème</sup> partie) 10 pages including 32 photos and 4 color side-view drawings (Macchi C.200, Mac-

chi C.202, Fiat BR.20). "Les Caproni Ca.135 peruvians" 6 pages including 12 pages including one color side-view drawing. "Les Dewoitine D.21 et D.25 de l'Armée argentine" 3 pages including 9 photos. "Les appareils français dans la Marine Polonaise" (2<sup>ème</sup> partie) 8 pages including 17 photos, 2 tables, a color 2-view drawing (Latham 43), and 5 color side-view drawings (FBA 17, LeO H 135, & CAMS 30).

#87 Juin 2000 (64 pages) "Le Group de Chasse III/6 en 1939-1945" 13 pages including 28 photos and 4 color side-view drawings (P-39Q & P-47D). "Henschel 126 'contre' l'Angleterre" 10 pages including 26 photos and 2 color side-view drawings. "Le Romeo Ro.37bis en Espagne" 2 pages including 6 photos. "L'as roumain Vasile Gavrilu" 4 pages including 18 photos (IAR 27, Nardi, IAR 80, & Bf 109). "Les premiers avions de transport commercial au Paraguay" 3 pages including 7 photos (Breda 44, Travelair 6000, Caproni Ca.309, Consolidate Fleet, Stinson Voyager, & Stinson Reliant). "Victor Boin - Jacques Ochs: Deux hommes de leur temps" 6 pages including 18 photos and one color side-view drawing (Belgian FBA). "Les ANF les Mureaux 115-117: Maquettes WSW au 1/48<sup>ème</sup> en résine et métal blanc" 5 pages including 17 photos of the model.

JETS: Toute l'Aéronautique Moderne (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#52 Avril 2000 (54 pages) "Les opérations extérieures du 02/12 'Picardie'" 4 pages including 9 photos (French Mirage 2000, Dutch F-16, Swedish Viggen, Polish MiG-29, and Slovak MiG-21 & MiG-29). "Base de Bagotville" 7 pages including 16 photos (Canadian CF-100, Voodoo, CT-33, CF-18, & CH-146). "L'AMX en service en Italie" 12 pages including 28 photos and 2 pages of 1/72-scale drawings. "L'aviation de l'Armée Équatorienne" 6 pages including 13 photos (S-342 Gazelle, Mi-17, Lama, IAI Arava, Super Puma, Beech 200, Cessna 206, & AS-350). "Red Arrows" 7 pages including 25 photos. "Maquette: De Havilland DH 103 Hornet" 3 pages on building the 1/48-scale Dynavector kit including 9 photos of the model.

#53 Mai 2000 (54 pages) "La deuxième vie des Alphajet de la Luftwaffe" 3 pages including 8 photos. "La base Indienne de Kalaikunda" 4 pages including 11 photos of Indian Hunters (the last operational Hunters in the world). "Mission photex avec las Panther de la 36F" 8 pages including 18 photos of French Navy AS 565 Panther. "Du nouveau chez les F-16 Reco" 9 pages including 26 photos of Belgian F-16. "Le repère des 'lourds' des forces canadiennes" 13 pages including 23 photos (Canadian CH-113 Labrador, C-144 Challenger, CT-33, CC-130E, CP-140 Aurora, CP-107 Argus, & P2V7 Neptune). "Maquette: Le Meteor NF 11" 4 pages on building the 1/48-scale AeroClub kit including 11 photos of the model.

#54 Juin 2000 (54 pages) "Service long pour les IIIB" 11 pages including 31 photos of French Mirage IIIB. "Exercice Spring Flag 2000" 2 pages including 7 photos. "SA 321 Super Frelon" 9 pages including 23 photos (all French) and a 1/72-scale drawing. "L'escadrille 35" 4 pages including 17 photos of a/c used since 1945. "Ample Train 2000-1" 11 pages including 17 photos (Spanish F-18, Turkish C-130 & F-16, Belgian Merlin III, etc.). "La base indienne de Kalaikunda" 3 pages with 9 photos (Indian AF MiG-21, -23, & -27).

## GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM



60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).  
2-2000 (40 pages) Nothing of small-air-force interest.

## ITALY

**AERO FAN Storia di Italiane.** Side-by-side Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.  
#71 Ott.-Dic. 1999 (68 pages) "The Hunt for the AQV: The unknown monoplane of Guidonia" 13 pages including 8 photos, flight log, and three 3-view drawings. "Fiat's A 80 Engine" 14 pages including 10 photos and 6 drawings. "A Focke-Wulf Fw 58 at Campomarino" 10 pages including 6 photos. "The Pipers of the Italian Army" (Part 1) 18 pages including 16 photos. "A Perfect Restoration" 5 pages including 10 photos of restored Bf 109G-4.

**JP-4** (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#2 Febbraio 2000 (100 pages) Color photos: Mexican SF260E, Uruguayan SF 260 '612', & Indian AF Il-76 'K3014'. "Missing in Action: Il caso McAllister" 6 pages including 10 photos (B-25).

#3 Marzo 2000 (100 pages) Color photo: Namibia Air Force Harbin Y12 'NDF97-539'. "Venti di pace a Timor Est" 6 pages on UN activity in East Timor including 12 photos. "Il Caso Tudor" (Part 1) 8 pages including 12 photos, history of individual aircraft, and 7 side-view drawings showing different versions.

#4 Aprile 2000 (100 pages) Color photos: Libyan CH-47 & SF.260. "F-15 in Israele" 5 pages including 10 photos. "Il 'Caso Tudor'" (2ª parte) 8 pages including 13 photos and one map.

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

1/2000 (32 pages) "Hawker Hunter Mk.6 en TmK.7" 6 pages on building the 1/48-scale vacuumform Hunter including 18 photos of the models in Dutch colors.

## PORTUGAL

**LUSO-FANATICS** (Rui Domingues/SIGPMA, PO Box 52054, 4202-801 Porto, Portugal.) Luso-Fanatics is the newsletter of the Official SIG of

IPMS(UK).

#3 Julho 1999 (24 pages) "P2V-5 Neptune da FAP" 2 pages including drawings showing the color scheme (but not markings). "Breda Ba.65" 3 pages on Portuguese Ba.65 including 3 photos and 2 color side-view drawings. "Sluf" 3 pages on the Portuguese A-7 including a color 2-view drawing. "Spitfire" one page listing the serials and squadron colors for Portuguese Spitfires.

#4 Out/Dec 99 (24 pages) "F-86F Sabre da FAP" 2 pages including drawings showing the color scheme (but not markings). "DCH1 Chipmunk" 3 pages including 4 color side-view drawings. "Sluf" 3 pages including 4 color photos and table of individual Portuguese A-7. "Hurricane" one page listing the serials and squadron colors for Portuguese Hurricanes. "Fiat G-91" 2 pages including 5 color side-view drawings. "Espaco Aero" one page on Portuguese T-38 including 2 color side-view drawings.

#5 Abr/Jun 2000 (28 pages) "Lockheed C-130 da FAP" one page including drawings showing the color scheme (but not markings). "F-84G Thunderjet na FAP" 3 pages including a color side-view drawing and color drawings of unit insignia. "DHC1 Chipmunk" 3 pages including 4 color side-view drawings. "Esquadilha de Helicópteros da Marinha" 3 pages including 6 color unit insignia and color photos. "Esq. 552 'Zangoes' Missao ONU em Timor Loro Sae" one page including color photos. Photo: Portuguese AF Junkers A50.

## SPAIN

**REVISTA ESPAÑOLA DE HISTORIA MILITAR** (Carlos Fresno Crespo, Alcaniz Fresnos S.A., C/Cromo 18-20, Polígono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#2 Marzo-Abril 2000 (64 pages) "Frente a Vigo: Una Nueva Forma de Guerra Aeronaval" 8 pages including 22 photos and 2 color side-view drawings (Do 217 & Ju 88). "Fairchild 91 'Baby Clipper': Un solitario en los mares Espanoles" 4 pages including 7 photos and one color side-view drawing. "Wes-serubung Nord: Asalto a los Fiordos" (1ª Parte) 10 pages including 8 photos, one map, Luftwaffe order-of-battle, side-view drawings (Fw 200, Ju 52, Ju 87, Bf 110, He 115, Do 17, & Ju 88) and 2 side-view drawings (Koln & Emden). "Barajas 12 de Mayo de 1939: Revista Aerca" 16 pages on the display of National a/c including 31 photos and 13 color side-view drawings (Ju 52, S.81, S.79, Ca.310, Do 17E, He 70, Aero A.101, Ro.37, He 112, Bf 109B, CR.32, DC-2, & Lockheed 10).

## USA

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#168 May 2000 (148 pages) "Mozhaiski" 6 pages including 3 photos. "Samual Franklin Cody: The Man and His Aeroplanes, Pt.1" 16 pages including 14 photos. "Joe Boquel" 4 pages including 2 photos. "Russian Aircraft for Ramming" 11 pages including 19 photos of Imperial & Soviet Morane Type G. "The Boulton & Paul P6" 6 pages including 10 photos. "Instructions for Operation of Floatation Gear on Shipboard Airplanes" 7 pages including 7 photos.

**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

#54 Apr. 2000 (84 pages) "From Superbomber to Scrapheap: The Story of the Douglas XB-19" (Part 2) 9 pages including 16 photos and one 3-view drawing. "The Dayton-Wright RB Racer" 9 pages 1920 monoplane racer with variable camber wings and retractable landing gear including 13 photos and 2-pages of scale drawings. "Bluegrass Peashooters" 6 pages on reproduction P-26 including 11 photos. "Details: North American NA-16 Trainer" 7 pages including 19 photos. "The Evolution of the Curtiss-Wright Model 20" (Part 2) 16 pages including 16 photos. "Cockpits: Curtiss-Wright CW-20 Transport" 4 pages with 4 photos.

**ESM 72** (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maiesm72@aol.com. Web site: members.aol/Maiesm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol 4, No 3, (58 pages) "Aircraft: Rare Bear to SZD" 27 pages, "Aircraft Updates: Vol. 1 & 2" 6 pages. "Aircraft Updates: Vol. 3 & 4" 6 pages. "Vehicle: Great Britain (cont'd)" 5 pages. "Vehicle Updates: Vol. 1 & 2" 3 pages. "Vehicle Updates: Vol. 3 & 4" one page. "Infantry Accessories" 2 pages. "Ship and Boats Updates", "Rockets, Missiles and Spacecraft Updates", "Artillery Updates", "Vehicle Conversions Updates", "Vehicle Parts and Accessories Updates", "Figures Additions", "Structures Updates", "Railway Locomotives and Rolling Stock Updates", and "Aircraft Conversion Updates" 3 pages.

## -magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

[Ed: The following information on a new aviation/modeling magazine was extracted from the Web Page of SAFCH member Bradic Srecko. Bradic is the author of the excellent articles on the Royal Yugoslav Air Force Do Y and Do 17K that appeared in SAFO #88 and #93 respectively. For more information, check into Bradic's Web page at [www.letletlet.co.yu](http://www.letletlet.co.yu).]

**Let'Let'Let'** is an aviation modeler's magazine dedicated to the serious aviation enthusiast. With over 30 contributors from 16 countries, this magazine covers both modern and historic aviation. Published bimonthly in Yugoslavia, the text is English in an A-4 format with color covers. Each issue will contain the following sections. "Warplanes" provides detailed information on one aircraft type including drawings, extracts from manuals, and details of camouflage. "Air Power" brings information on air units, order of battles, etc.. "Rareplanes" describes an aircraft that saw limited service, a prototype, or a project. "Sky Paint" presents camouflage, markings, and insignia. "Air Combat" consists of veteran's memories, diaries, and air battles. For the modeler there are: "Fresh" will review new products including kits, decals, accessories, books, and magazines. "Solo" treats a particular kit in detail including correcting inaccuracies. "Air Store" presents air museums, collections, restoration projects, and air archeology. "Compares" gives detailed evaluations of all the kits available for a particular aircraft. "Workbench" contains modeling projects, tests of accessories, and modeling techniques.

The first issue includes the following articles: "Do 17K" a detailed story of the export bomber which was used by Yugoslavia, Bulgaria, Italy, Hungary,

Croatia, and the RAF with lots of photos and over 20 scale drawings. "G.50" describes construction of the 1/48-scale kit and provides instructions on how to convert the kit into other versions. "Newark Air Museum" is the story of the museum with lots of photos of restored aircraft. "Fokker Dr I" provides details of the streaky camouflage and of unit insignia and stencils. "Lone Raiders" is the story of the 81. Bomber Regiment of the Royal Yugoslav Air Force which flew many missions over Italy, Albania, and finally evacuated the king. "M.M.2" explains that, if things had been slightly different, the best pre-war combat trainer would not have been the Texan or Ar 96, but Yugoslav Project M.M.2 with complete information and drawings of the prototype. "BF 109" is a comparative review of the Heller, Revell, and Klinekn kits.

# Air-to-Air Combat over Latin America

## Part One

Santiago A. Flores

Air-to-air combat is no stranger to the skies of Latin America. Since the introduction of the aeroplane as a weapon, it has been used to stop revolutions, attempt coups, and border disputes with neighboring countries. Many such incidents are relatively unknown, unless they involved a major power against a Latin American country as in the case of the Falkland/Malvinas war of 1982. But air-to-air combat in Latin America goes back to 1914. If the story is true, two American mercenaries flew on opposing sides of the Mexican Revolution and met in the skies of Naco, Sonora. Neither succeeded in shooting down the other with their hand-held pistols. If this story is not true, the next aerial combat occurred during the uprising of Mexican General Jose Gonzalo Escobar against the government in 1929, where it was reported that two rebel aircraft (flown by American mercenaries?) were shot-down by Mexican Air Force aircraft in March and April of 1929. This was before the "Chaco War" (Bolivia vs. Paraguay) in December 1932 and Brazil Constitutional Revolution in August 1932.

However, this study will cover the years after 1955 and will deal only with conflicts in which an aircraft was reportedly lost directly or indirectly in air to air combat. I will exclude interception of drug-running aircraft, which is another story to be told in the future.

### Costa Rica - Nicaragua Conflict (11-22 January 1955)

In 1955, President General Anastasio Somoza lent support and assistance to an attempted invasion of Costa Rica by supporters of former Costa Rican President Rafael Calderon Guardia, who was overthrown in the 1948 civil war. In turn, Costa Rica asked for, and received, help from the US in the form of four ex-182th FS Texas Air National Guard North American P-51D-25-RA Mustangs (at the cost of \$1.00 US each!). These aircraft were needed since Costa Rica did not have any aircraft that could counter the air force of the rebel forces which were reported to have a Republic F-47N, two North American AT-6, and some supporting C-47's. One of the AT-6's was later reported to have been shot down by Costa Rican ground fire. The F-47N was flown by the American mercenary Jerry Fred De Larm who was working as an instructor in the Fuerza Aerea de la Guardia Nacional de Nicaragua and who had participated in past CIA operations (including Guatemala's "Operation Success" in 1954). The F-47N flown by De Larm, attacked a number of targets in Costa Rica and the Costa Rican pilots (mostly civilian pilots) were eager to engage him in combat. But, it appears that on 19 January 1955, De Larm shot down Costa Rican P-51D-25-NA Mustang No.2 (44-73339), three days after its arrival. The pilot was killed. De Larm's aircraft was a F-47N serial number 44-89436.

"The wreckage was found riddled with heavy caliber bullet, the pilot dead. Only one aircraft in the area had that type of fire power, De Larm's Thunderbolt. Although no one witnessed the action, there is a strong consensus of opinion that De Larm did blast away the Mustang." (This particular P-47N, which had seen service in the Guatemalan Air Force and in the Nicaraguan Air Force, is reported to belong today to the Confederate Air

Force.)

By 18 February, the invasion was all but defeated. It finally ended by the 22th of the month. As for the surviving Mustangs, No.3, was later lost in an accident in January 1956. The two survivors were later sold to Maco Corporation, a US company, in March 1964.

### The Bay of Pigs Operation (15-23 April 1961)

This well-known CIA-backed operation to overthrow Fidel Castro's regime used Cuban exiles, known as "Brigada 2506", to mount an invasion with an air element known as "Fuerza Aerea de Liberacion" (FAL: Liberation Air Force). In operation "Pluto", which started on April 15th with air attacks by Douglas B-26B FAL on the "Fuerza Aerea Revolucionaria" (FAR: Revolutionary Air Force) which destroyed a number of FAR aircraft on the ground. Claims were made for one Cubana DC-3, two C-47's, one Sea Fury, three B-26's, one T-33, and an AT-6. On this raid, one FAL B-26B, "Puma Three", was lost. The pilot Capt. Crispin Garcia and the navigator Juan Gonzalez were both killed when they were shot down by ground fire from Campo Columbia. But the second strike was held back leaving Castro's FAR mostly intact; a mistake for which the FAL and the Brigade would later pay dearly.

During the fighting, the pilots of the FAR would claim a total of nine Brigade aircraft including a Beech AT-11. This plane was forced down at sea by Tte. Rafael del Pino on March 11. He was flying T-33A-1-LO FAR 709. This AT-11 was dropping anti-Castro propaganda over the town of Mariano. Its two crew members were rescued by a USN destroyer.

During the actual fighting over the beachhead of Giron on 17 April 1961, the following claims were made by the FAR pilots. Seven aircraft were claimed destroyed (five FAL and two FAR).

- 1. Douglas B-26B "Lion Two". Pilot Crispin Garcia (KIA) and navigator Juan Gonzalez (KIA). Cause unknown, but probably a victim of Maj. Enrique Carreras-Rolas in Hawker Sea Fury FB MK.II FAR-541. The books "Amanecer en Giron" by Rafael del Pino and in "Bay of Pigs, The Untold Story" by Peter Wyden make reference to Maj. Carreras being attacked by a FAL B-26B when tracers passed over his cockpit. "The first plane passed close under him, Carreras opened fire. The left engine of the B-26 started smoking, the other plane sought refuge behind the friendly fire of the ships."
- 2. Douglas B-26B "Paloma One". Pilot Raul Vianell (KIA); navigator Dimitrio Perez (bailed out). Shot down by Capt. Alvaro Prendes in T-33A FAR-711. In his book "Proa a la Libertad", Del Pino reported Prendes shot down this B-26. When it was hit, it dropped its bomb load and rockets and at the last moment one crew member bailed out, hitting the sea with his opened red and white parachute. The pilot did not have time to bailed out and the aircraft crashed into the sea.
- 3. Douglas B-26B "Puma Two". Pilot. Oswaldo Piedra (Kia); navigator Jose Fernandez (KIA). Shot down by Tte. Rafael del Pino in T-33A FAR-703 which carried blue stripes on

the wings. He attacked while still carrying rockets under his wings which he later used to attack rebel ships.

- 4. Douglas B-26B "Puma One". Pilot Jose Crespo (KIA); navigator Lorenzo Perez-Lorenzo (Kia). Reportedly damaged by Tte. Douglas Rudd in Sea Fury FB MK.II, Possibly FAR-543. The B-26 crashed into the sea short of reaching its base. Some sources state that this B-26B had already been damaged by Capt. Prendes in FAR-711. In Capt. Prendes book "En el Punto Rojo de mi Kolimador", he claimed this B-26B and does not mention Douglas Rudd's attack. Another source cites that Capt. Prendes was already out of ammo after downing "Paloma One" and Tte. Rudd had damaged "Puma One", but was not able to finish it off due to the intervention of USN Douglas A4D-2 Skyhawks led by Cdr. William J. "Jim" Forgy, VA-34 "Blue Blaster" off the carrier "Essex". But due to the damage it received, the B-26 never made it back to base. (Rafael del Pino's "Proa a la Libertad")
- 5. Douglas B-26B "Chico Two". Pilot Matias Farias (WIA); navigator Eddy Gonzalez (KIA). Reportedly fake "FAR-935", was shot down by Tte. Alberto Fernandez in T-33A FAR-???. It's quite an interesting story about this particular FAL B-26B which is claimed to have exchanged gun fire with an FAR B-26C FAR-903 and later to have damaged the FAR Sea Fury of Maj. Enrique Carreras-Rolas. However, in "Bay of Pigs The Untold Story" it is stated that "Chico One", flown by Capt. Mario Zuniga with his navigator Oscar Vega had opened fire on this particular Sea Fury, while Maj. Carreras claims that he had noticed damage on his aircraft after attacking the rebel ship "Rio Escondido", his engine started to fail and trail a little flame. When he returned to base, the mechanics found the number one cylinder perforated. As for "Chico Two", it crashed at the Playa Giron airstrip after being hit by Tte. Fernandez. Navigator Eddy Gonzalez was killed. The pilot Farias was pulled from the wreckage and two days later he was evacuated via air to Nicaragua.

On the FAR side, besides the damage to Maj. Carreras' Sea Fury mentioned before, another Sea Fury FAR-542 flown by Capt. Carlos Ulloa, who was a Nicaraguan, was lost. Ulloa's plane either stalled while attempting to attack a FAL C-46 (the crew of Capt. Mario Tellechea) or was shot down by an fire from the Brigade ships. The Brigade ships fire would also bring down B-26C FAR-903 with the lose of the crew of Capt. Luis Silva Tablada and Navigator Alfredo Noa, mechanic Reinaldo Gonzalez Martinez, and gunner Sgt. Martin Torres of the FAR "Escuadron de Bombardeo". A Russian aviation magazine published an article which claims that two victories were credited to the FAR B-26C, one to the crew of FAR-903 and the other to the crew of the Chilean Jacquez Lagaz. The only facts that come close is the fact mentioned about a FAR B-26C that attacked the LAF C-46 Commando flown by Capt. Eddie Ferrer on the 16th and the exchange of fire between FAR-903 and the fake "FAR935" "Chico Two" on the 17th. On the 19th, with defeat in sight for Brigada 2506, two B-26B were launched to help give ground support to the Brigade. These aircraft, flown by American advisors, were shot down by the FAR T-33's.

- 6. Douglas B-26B "Mad Dog". Pilot Riley Shamburger (KIA); navigator Wade C. Gray (KIA), was shot down by Capt. Alvaro Prendes in T-33A FAR-711. Hit over the

beaches, it went into the sea off the beach, no survivors.

- 7. Douglas B-26B "Mad Dog 4". Pilot Thomas Willard (Pete) Ray (KIA); navigator Leo Francis Baker (KIA), was shot down by Maj. Enrique Carreras-Rolas in T-33A FAR-709. This B-26B went down inland near the Central Australian sugar mill in which Castro had set up his headquarters. Both crew members survived the crash, but were killed while resisting capture by some twenty militiamen, who's orders were to capture any fliers alive.

In the end, the top scoring pilots of this short conflict was Capt. Alvaro Prendes in FAR-711 who claimed three FAL B-26's, followed by Maj. Carreras with two B-26's, and Tte. Rafael del Pino with one AT-11 and one B-26B.

#### The Soccer War: El Salvador vs. Honduras (14 July to 5 August 1969)

This conflict produced another of Latin America's most notable fighter pilot. It also featured American-made WWII-era piston-engine aircraft engaged in dogfights. The conflict started when El Salvador invaded Honduras to claim territory that had been occupied by El Salvadorian immigrants. This caused tensions which erupted during the three World Cup soccer matches played in El Salvador, Honduras, and Mexico which resulted in ill treatment of fans from the visiting countries during the matches in El Salvador and Honduras. After El Salvador won the deciding match, it severed diplomatic relations with Honduras. Before the start of the invasion, on July 3, two FAH (Fuerza Aerea Hondurena) North American T-28's forced down an El Salvadorian Piper PA-28 Cherokee (YS-234P) which was suspected of doing reconnaissance work for the El Salvadorian military. The FAS (Fuerza Aerea Salvadorena) launched its attack against FAH bases on the early morning of the 14th, and in turn the FAH attacked FAS bases. Later both air force would concentrate on assisting their respective ground armies. The war ended when El Salvadorian troops were ordered out of Honduras by the OAS, which had imposed economic sanctions on El Salvador as being the aggressor.

On July 15th Tte. Marco Tulio Rivera of the FAH "Escuadron de Caza", flying a Vought F4U-5 Corsair, attacked and damaged a FAS C-47 of the "Escuadron de Transporte" which, with another C-47, was being used as a bomber. They were attacking the area of Nueva Ocotepeque in support of the 1/o. and 8/o. El Salvadorian Infantry battalions which were surrounding the city. Tte. Tulio fired on the C-47 FAS 101 flown by Maj. Sigfredo Velasco (pilot), Adrian Panameno (copilot/bombardier), Tte. Daniel Canas Infante and Sgt. Munoz. Tte. Rivera's fire hit one of the engines of the C-47 which burst into flames. The crew dived to put out the fire and landed back at Ilopango with a dead engine. On that same day, while patrolling in his North American T-28A, Tte. Roberto Mendoza intercepted a FAS Corsair that was attacking Tegucigalpa airfield. He made a diving pass on the Corsair hitting it with his 0.30-cal.machine guns. The FG-1 made off at high speed, streaming visible smoke, but escaped. It has been reported that he hit an FG-1 flown by Major Giron Cortez, who was wounded by shrapnel in the right leg. His aircraft receiving damage to the rear empennage and the radio battery destroyed.

FAS Capt. Guillermo Reynaldo Cortez of the "Escuadron Caza Bombardeo, Escuadrilla No.1", flying a North American P-51D Mustang, claimed a FAH Corsair shot down during the



attack on Tocoti, Honduras. He said that the Corsair fell near Colonia Kennedy of Tegucigalpa. (The FAH denies such loss.) During the course of the day Mayor. Mario Encarnacion Echeverria of the FAS "Escuadron Caza Bombardeo, Escuadrilla No.2", flying a FG-1 claimed to have damaged a FAH F4U-5 that tried to attack his wingman Mayor. Giron Cortez.

The 17th would see more aerial victories claimed by both sides. Major. Fernando Soto Henriquez of the FAH "Escuadron de Caza" flying Corsair F4U-5 609, would shoot down three FAS aircraft. His first victim was a FAS P-51D; one of two which were about to bounce one of his wingmen whose guns had jammed. Mayor Soto engaged one of the P-51D's with his 20-mm guns, knocking off one of its wings. The P-51 pilot, Capt. Humberto Varela of the FAS "Escuadron de Caza Bombardeo, Escuadrilla No.1", bailed out and was captured, tortured, and killed by Honduran troops. In this same combat, FAS Capt. Hector Leonel Lobo Perez, the other P51D pilot, claimed a FAH F4U-5. He said that this victim fell in full sight of troops from both sides (Not confirmed by the FAH). In the afternoon, Major Soto on his fourth mission of the day, spotted two FAS FG-1's which he and his wingman attacked. In the first pass, he hit one of the FG-1; it caught fire and the pilot (Capt. Salvador Cezena Amaya) bailed out. Major Soto engaged two more FG-1's, finally shooting one down which exploded in mid-air killing Capt. Guillermo Reynaldo Cortez, who El Salvadorian sources claimed had damaged one of Maj. Soto's wings. El Salvadorian records mention that during the conflict Capt. Reynaldo Cortez flew five bombing and strafing missions, four aerial protection missions, and one administrative flight in the FG-1. At the end of the conflict, Major. Soto emerged as the top scorer with three kills, all claimed in a single day.

#### **Border Incidents between Nicaragua and Honduras (1981-1988)**

After the fall of the Somoza government and the coming to power of the Sandinistas, the now FAS (Fuerza Aerea Sandinista) would see itself involved in counter-insurgency operations within and outside the country combating a number of rebel groups collectively known as "Contras". These groups received backing from the US government in an attempt to contain communism in the region. Sandinista troops would cross into Honduran territory in the attempted of destroying the Contras bases of operation. This brought confrontation with the Honduran Armed Forces and in particular the FAH (Fuerza Aerea Hondurena), which provided air cover for the Contras operations against Nicaragua. A number of aircraft were shot down by an fire including Contra T-28's and helicopters.

On September 13, 1985, Sandinistas troops, supported by FAS Mi-8 and Mi-24 helicopters, crossed into Honduras in pursuit of the Contras. The FAH reacted by sending two Dassault SMB-2 of the "Escuadrilla de Caza" and Cessna A-37s from the "Escuadrilla de Ataque". While the A-37's attacked the Sandinista positions, the SMB-2's flew cover. When the SMB-2 leader found FAS helicopter in Honduran airspace, he shoot down one Mi-8 with a Shafir missile while his wingman damaged or destroyed a Mi-24 with his 30-mm fire. In return, a SMB-2 and an A-37 were damaged by ground fire.

On March 17, 1988, another flare up occurred between the FAH and the FAS. This time, FAH F-5E's were involved in an action which results in one FAS Mi-17 helicopter destroyed on the ground at a FAS very forward base near San Andres de

Bocay. Other sources state this Mi-17 was shot down.

#### **A Failed Coup: Venezuela 1992**

On November 27, 1992, elements of the FAV (Fuerza Aerea Venezolana) led a attempted coup against the government of Carlos Andres Perez. The rebels took over two air bases from which rebel Dassault Mirage 50 EV's and Bronco OV-10's attacked loyal FAV air bases destroying three F-5A's on the ground. But, they paid dearly for their successes when defending GD F-16A's from "Grupo Aereo de Caza No.16" (either Escuadron 161 or 162) engaged them. One pilot, Lt.(AV) Beltran Vielma, shot down two rebel Rockwell OV-10E Broncos of the "Grupo Aereo de Operaciones Especiales No.15" (Escuadron 151 or 152). It is reported that one of the pilots, Lt.(AV) Domador, was killed while the other ejected. while they were attacking Barquisimeto Air Force base. A third kill was claimed that day when another FAV F-16 shot down a rebel Embraer AT-27 Tucano from the "Grupo de Entrenamiento No.14" (Escuadron 142). The fate of the crew is unknown. This coup lasted only until the next day, the 28th, but two more OV-10's and a helicopter were shot down by ground fire while attacking government installations. With the failure of the coup, a number of rebel of rebel FAV personnel, including the leader Brig.General Visconti, fled to Peru in a C-130 while other aircraft and helicopters were abandoned by their crews in the countryside. Later, in 1994, they would return to Venezuela to answer charges.

#### **El Alto Cenepa: Ecuador vs. Peru 1995**

A disputed border territory between Ecuador and Peru had been the cause of a number of wars between these two nations from 1941 to 1981. On 26 January 1995, war broke out again when Ecuadorian troops crossed the border to claim the territory. Both the FAE (Fuerza Aerea Ecuatoriana) and the FAP (Fuerza Aerea Peruana) saw action in supporting their respective armies. On February 10, air-to-air combat took place when two Dassault Mirage F1je of "Escuadron de Combate 2112, Grupo de Caza 212, Ala No.21" intercepted two Sukoi SU-22 "Fitter J" (Model M) of "Escuadron de Caza Bombardeo 111, Los Tigres, Grupo Aereo 11 FAP". Maj. Raul Banderas flying Mirage FAE-807 fired a Matra Magic AAM which possibly brought down the Su-22M flown by Cmdte. FAP Enrique Caballero Arrego, called "Poeta", did not bailed out and his body has not been found since the end of the conflict. The second Sukoi was engaged by the wingman, Capt. Carlos Uscategui, who also hit it with a Matra Magic. It's possible that he shot down Col. FAP Victor Manuel Maldonado Begazo, who ejected but died on the ground. His body was found and return to Peru on February 26th. The last kill of the day, and of this conflict, was credited to Capt. Mauricio Mata flying IAI Kfir C.2 FAE-905 of the "Escuadron de Combate 2113, Grupo de Caza 212, Ala No.21". He engaged and shot down a FAP Cessna A-37B of "Grupo Aereo No.7" from either "Escuadron Caza Bombardeo No.711 or 712". Both crew members, Cmdte. FAP Hilario Valladares Zegarna "Fiera" and Capt. FAP Gregorio Lomparte "Garra", ejected successfully. After spending the night in the region, Cmdte. Vallareas was found by a Peruvian Army patrol. After freeing himself from a tree, Capt. Mendiola walked to the front lines and was found by another patrol of Peruvian soldiers.

By the end of the conflict on February 28, the FAP had lost four killed in action. They lost two Su-22's, one A-37, one Mi-25,

one Canberra, two Mi-8T, and one Mi-17 which had been brought down by ground fire and missiles. The FAE reported one of its A-37 damaged by a missile fired from the ground.

After the war, the Ecuadorian government of Arq. Sixto Duran Ballen announced that February 10 would be celebrated as "El Dia de la Aviacion de Combate" (The Day of Combat Aviation), claiming it as the first aerial combat in South America! We know that Ecuador was not the first to shoot down aircraft in Latin America - and would not be the last.

#### Sources and References

1. Historia de la Aviacion Militar Venezolana Tomo I-II (1920-1994) by Coronel (Aviacion) Luis H. Paredes. Tercera edicion Corregida y aumentada. Caracas 1997.
2. Foreign Invaders, The Douglas Invader in Foreign Military and US Clandestine Service by Dan Hagedorn and Leif Hellstrom. Midland Pub. Ltd. 1994.
3. Central American and Caribbean Air Force by Daniel P. Hagedorn. An Air-Britain Pub. 1993.
4. North American F-51 Mustang in Latin American Air Force Service, by John Dienst and Dan Hagedorn. Aerofax Datagraph 1. 1985.
5. Republic P-47 Thunderbolt, The Final Chapter Latin American Air Forces Service by Dan Hagedorn. Phalanx Pub. Ltd. 1991
6. Armed Forces of Latin America by Adrian J. English. Janes 1984.
7. Air Wars and Aircraft, A Detailed Record of Air Combat 1945 to the Present, by Victor Flintham. Facts on File. 1990.
8. Costa Rican P-51D Mustang, Insignia, Summer 1998.
9. La Guerra de las 100 Horas, by Capt. de Av. P.A. Douglas A. Cornejo Escobar. Fuerza Aerea Salvadorena.
10. From Caudillos to Coin, by Daniel P. Hagedorn. Air Enthusiast No.31 July-November 1986.
11. Nicaragua's Air Force, by Julio A. Montes. Air Force Monthly June 1996.
12. Corsair, The F4U in World War II and Korea, by Barrett Tillman. Naval Institute Press 1979.
13. Aircraft Losses during the Bay of Pigs Invasion, by Santiago A. Flores. SAFO #34 January 1985.
14. Aircraft Losses during the Bay of Pigs Invasion: An Update, by Santiago A. Flores. SAFO #42 April 1987.
15. En el Punto Rojo de mi Kolimador, by Alvaro Prendes. Havana Cuba. 1976.
16. Amanecer en Giron, by Rafael del Pino. Havana, Cuba 1969.
17. Proa a la Libertad, by Rafael del Pino. Editorial Planeta, Mexico 1991.
18. Operation Puma: The Air Battle of the Bay of Pigs, by Eduardo Ferrer. Miami, Florida. 1975.
19. Bay of Pigs: The Untold Story, by Peter Wyden. Simon and Schuster, NY. 1979.
20. Mir Aviicii, Aircraft above the Bay of Pigs (Russian

Aviation Magazine) 1/1994 Russia.

21. Fracasso na Baia dos Porcos, Missao contra Fidel Castro!, by Dan Hagedorn. Forca Aerea. Brazil (date unknown)
22. Mirage F.1 in the Ecuadorian Air Force, by Alfredo Jurado. IPMS Ecuador.
23. Condor Conflict, by David Oliver. Air Force Monthly, December 1995.
24. Sukhoi 22 Fitter J Fuerza Aerea del Peru, by Luis Hernan. Unofficial FAP web-site.
25. El Alto Cenepa - "Cuna de Nuestros Heroes", by Danny Moerl. Unofficial FAP web-site.
26. Venezuelan AF Coup, by Claudio Bastiani. Air Force Monthly, February 1993.
27. Air Force Monthly Write Odd Dept. (Venezuelan AF Losses) March 1993 & August 1993.
28. Air Force Report FAV AT 75, by Air Force Monthly, February 1996.
29. Three-Four-Nine, The Ultimate Reference for the Ultimate F-16 Enthusiast. Web-site editor Lieven Dewitte & Stefan Vanhastel.

#### Photo captions (Photos on pages 71-72)

1. FAH Vought F4U-5N FAH-609 in which Maj. Soto shot down three El Salvadorian aircraft (2 FG-1 and one P-51D). Kill markings painted under the cockpit. (Dan Hagedorn)
2. A North American F-51D Mustang Cavalier II FAS 403 at the Island of Madresal, Usulután, El Salvador, July 1969. (Capt. Douglas Cornejo FAS)
3. An El Salvadorian FG-1D, FAS-215, with a postwar marking of the yellow stripes around the fuselage and wings. (Guido Buehlmann via Dan Hagedorn)
4. A Sandanista Air Force Mil Mi-8 FAS-321 that saw action during the border clashes with the Honduran Air Force. (Dan Hagedorn).
5. Another type that saw action during the border clashes between Nicaragua and Honduras was the Cessna A-37B that was used to attack Sandanistas troop positions. The example illustrated is FAH-1003, before delivery to that country. (Cessna via Dan Hagedorn)
6. Northrop F-5E undergoing maintenance. These FAH aircraft are shown after delivery still with USAF serials and codes. (Carlos Planas via Dan Hagedorn)
7. The aircraft used by the Rebel during the failed coup was the NA OV-10E Bronco of the "Grupo Aereo de Operaciones Especiales No.15", of which two were shot down by government F-16A. (Luis Santos via Dan Hagedorn)
7. A GD F-16A FAV 3648 of the "Grupo Aereo de Caza No.16" which claimed the destruction of three rebel aircraft during the coup of 1992. (Jesus Antonio Aveledo via Dan Hagedorn).

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

# Belgian Nieuports

Nils Triechel

1. Position of roundels above/below wings of Belgian Nieuport 11/16; black, yellow, and red (from center)

2. Nieuport 11, 5eme Esc., AB La Panne, Spring 1917, S/Lt. Edmond Desclee. Clear doped fabric over all with cowling and cheek fairings in natural metal and wooden struts (note aluminium reinforcing stripes round interplane struts), propeller, and tail skid. (Note the aluminium reinforcing stripes around the interplane struts.) National colors on fin (black, yellow, red from front. Red star and comet tail (thinly brushed) as well as stripe on wheel covers. White inscription: "Va ou je te pousse" on comet tail. Serial unknown, though these were often "lost" during application of national colors

3. Nieuport.11, 1ere Esc., AB Les Moeres, early 1917, Lt.Paul Hanciau. Color scheme the same as (2) with black writing on fuselage. Later, this aircraft was painted dark on the upper sides (compare to 4) with white letters, which were later covered with a dark wash (or were these different airplanes?)

4. Nieuport 16, 1ere Esc., AB Coxyde, May 1916, Adj. Egide Roobaert. Clear doped fabric beneath and dark (green and brown camouflage) color on upper sides and wheel covers. Probably no roundels above wings. White lettering. This aircraft was equipped, at least temporarily, with six LePrieur rockets attached to the interplane struts

5. Position of roundels above/below wings of Belgian Nieuport 17/23.

6. Nieuport 16, 1ere Esc., AB Les Moeres, July 1917, Adj. Willy Coppens. Most probably in clear doped fabric, but with green upper surfaces on wings, tail planes, and fuselage. Black border between colors on fuselage. As (4), possibly no roundels above wings. Note "Cocotte" badge (red?) and Vickers machine gun (rare for a 16).

7. Nieuport 17, 1ere Esc., AB Les Moeres, Dec.1917, 1er

Serg Maj Carlos Verbessem. Aluminium color (either painted or natural metal) over all surfaces. Struts, etc. clear doped wood. Green hollow triangle on fuselage sides.

8. Nieuport 23, 5eme Esc., AB Les Moeres, June 1917, Adj. Maurice Franchomme. "Silver" overall. Note black stripe on top corner of fuselage side. Red "Comete" with only partially painted tail. Red and white checkerboards on wheel covers and as band across fuselage top.

9. Lower wing color demarcation line on Belgian Nieuport 16/17/23 with green upper sides.

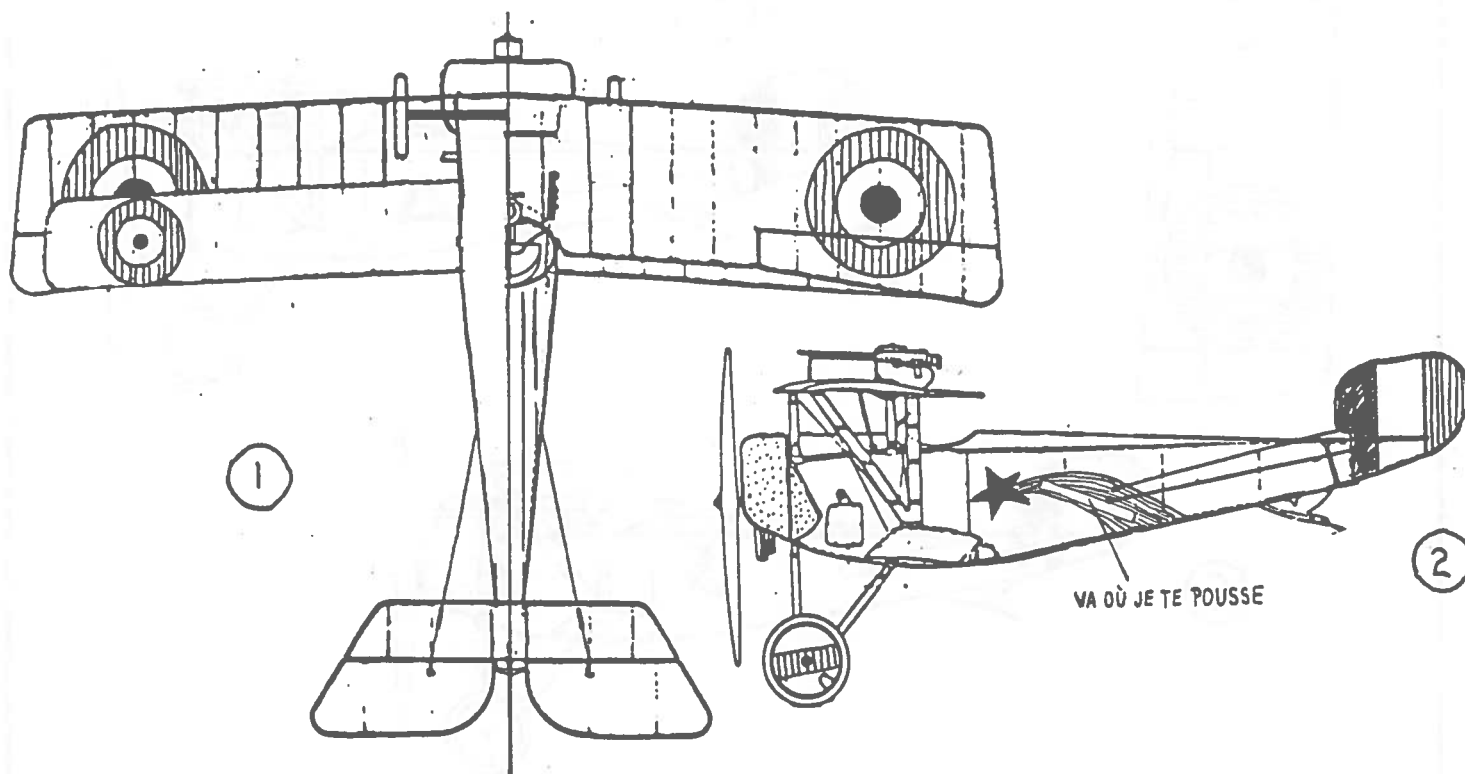
10. Nieuport 17, 1ere Esc., AB Les Moeres, Summer 1917, Adj. Jules Goossens-Bara. Silver scheme with green top sides. Red and white personal marking on fuselage sides. Roundels above wings? (See 6 and 12.)

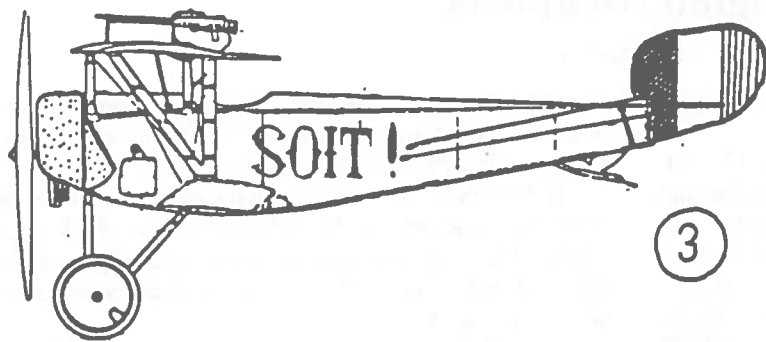
11. Nieuport 17, 4eme Esc., AB Houthem, Summer 1917, Lt.Henri Crombez. Another silver overall Nieuport. Individual name in quite elaborate style: black with red "shadows" separated by a thin silver line. Note Lewis machine gun on top wing.

12. Nieuport 23, 5eme Esc., AB Les Moeres, July 1917, S/Lt. Edmond Thieffry. Same paint scheme as (10). No serial visible. Escadrille badge as on (8). Red stripe on wheel covers. White circle with red stripe on fuselage top. The painted-over top roundels can still be faintly seen.

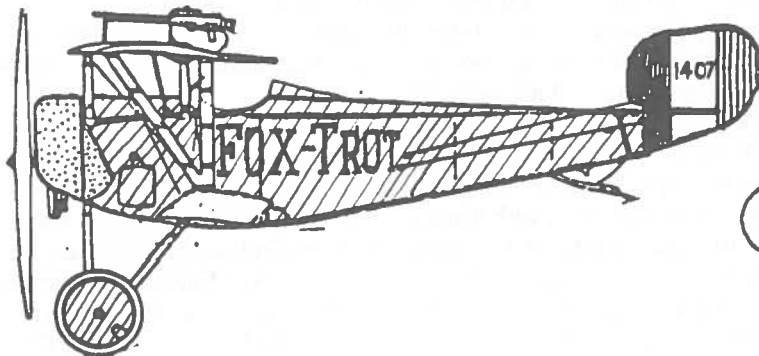
Important references for anyone building a model of a Nieuport sesquiplane are the Windsock Datafile Specials "Nieuport Fighters" Vol. 1 and 2, published by Albatros Productions, Berkhamstead, UK.

Nils Triechel (SAFCH #1467), Grosser Platz 4, 27432 Bremervoerde, Germany.

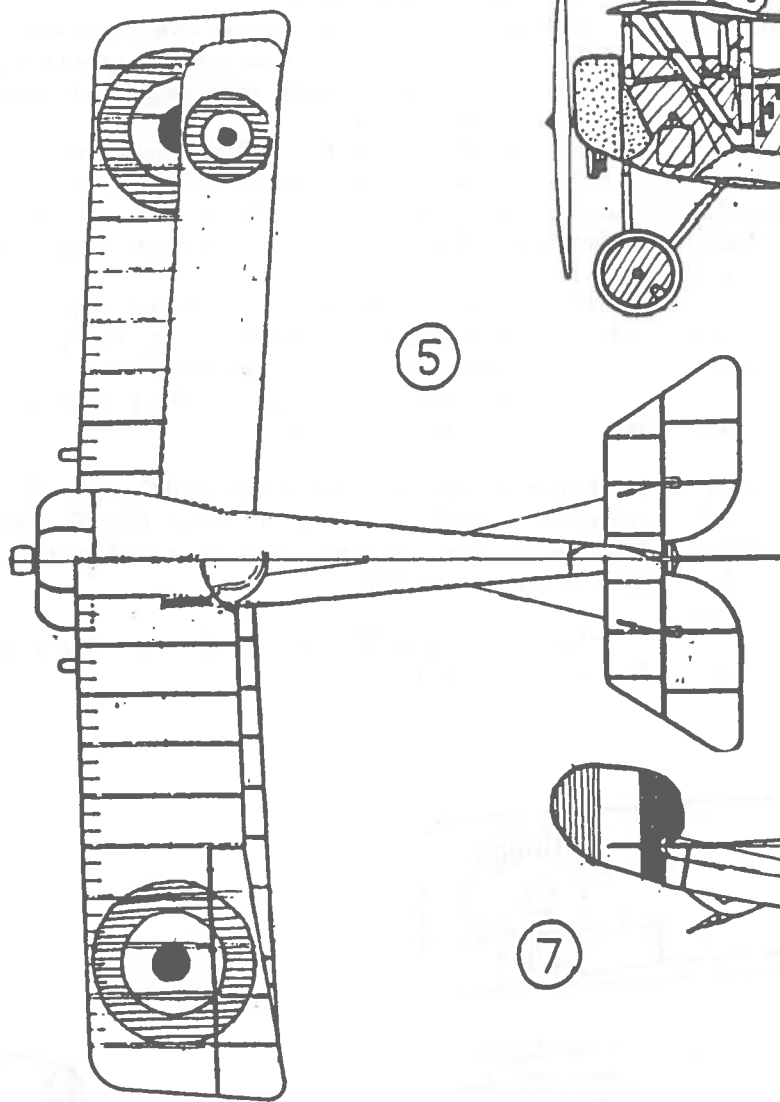




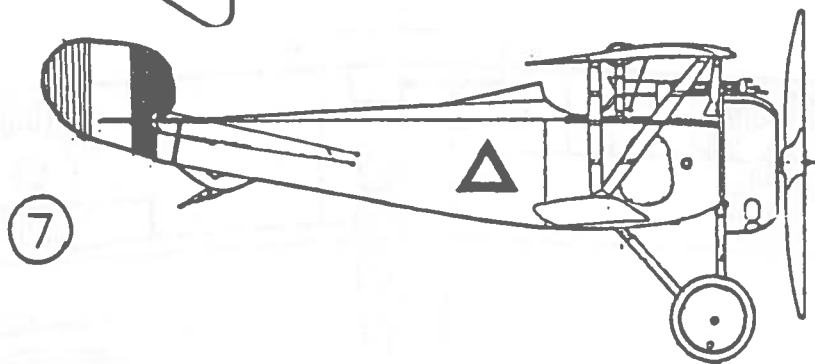
3



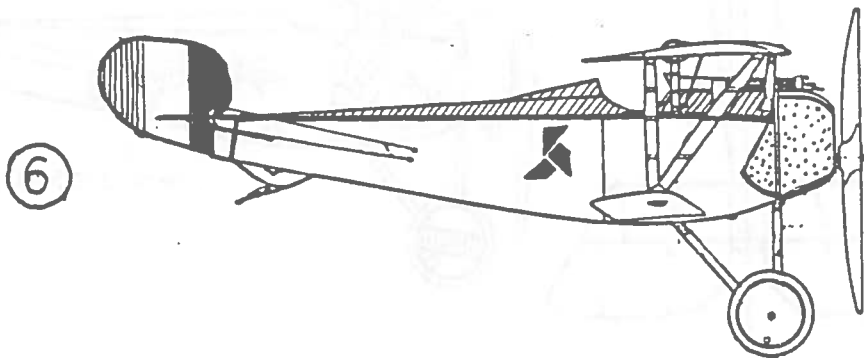
4



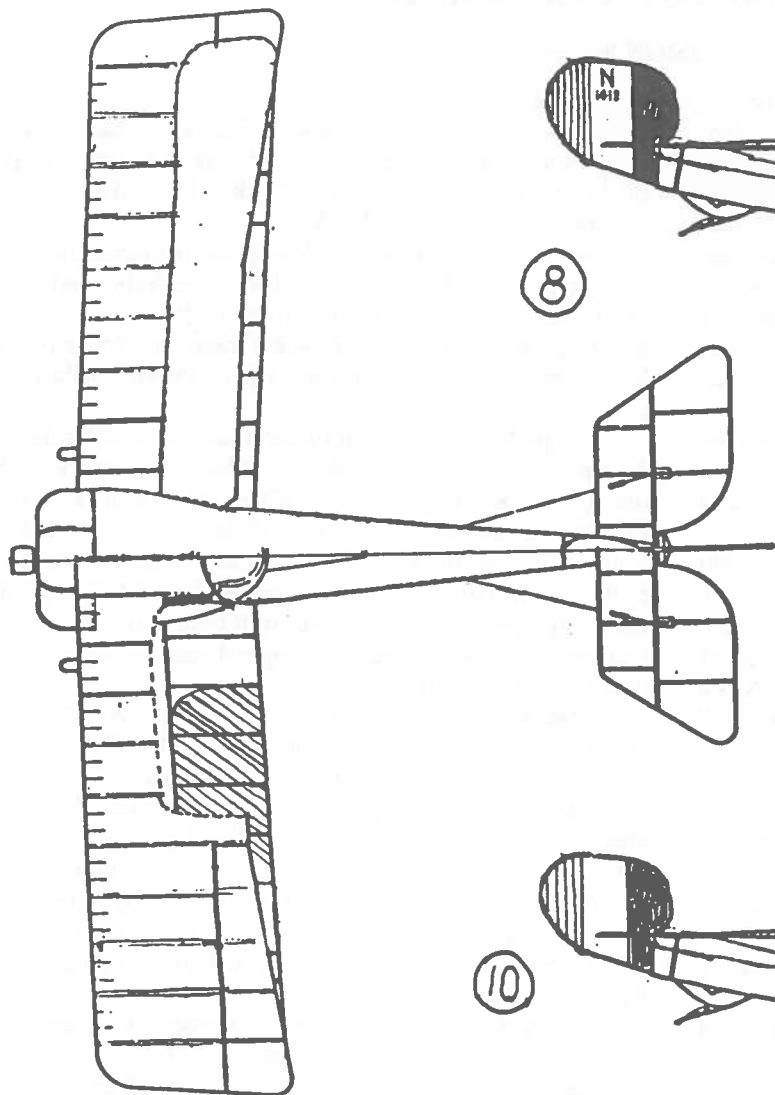
5



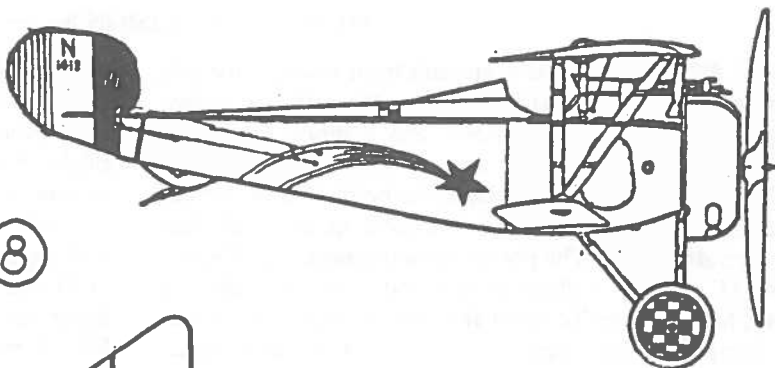
7



6

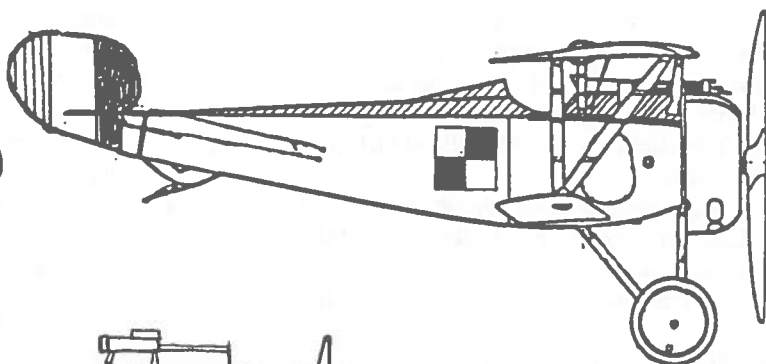


8

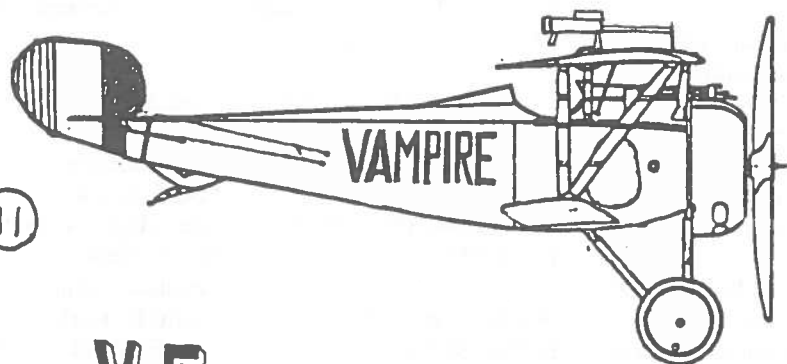


9

10



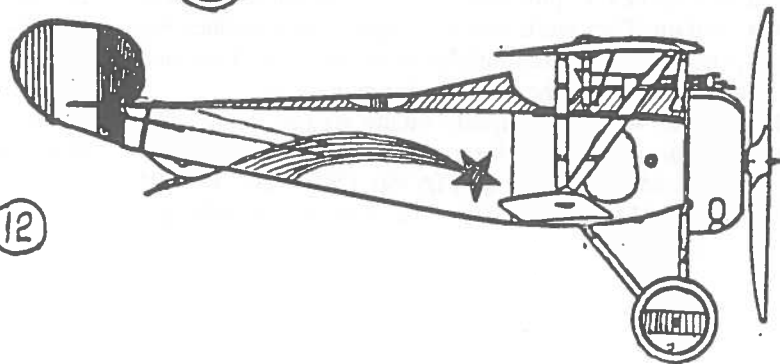
11



**VE**

Example for style of  
lettering on "Vampire"

12





# HAWKER TEMPEST II PR536/HA457

MUSEUM ACCESSION No.1992/0345/A

One of 302 Tempest II Aircraft built from an order for 800, contract ACFT/2438/C.23(a) by Hawker Aircraft at Langley, from the serial block PR525-PR567. 552 Tempest II aircraft actually built.

**c.1946/47** - Photos taken, believed to be of PR536, serving with No.5 Squadron RAF, based at Peshawar and several other Indian bases at this time. The photos show the aircraft as 'OO-G' and 'OO-H'. The squadron disbanded 1 August 1947 at Mauripur, having flown Tempest II's since March 1946, as one of four Tempest II equipped squadrons in India, all of which disbanded and passed their aircraft to the Royal Indian Air Force, with whom they equipped seven squadrons, flying from Poona, Palam, Ambala and Kanpur.

**15 Aug 47** - Partition and independence for India and Pakistan.

**20 Sep 47** - PR536 was one of 124 Tempest II aircraft handed over to the Royal Indian Air Force from RAF stocks in India. Given RIAF serial HA457. A further 89 Tempest IIs were supplied to India by Hawkers' in 1948/9 being refurbished as RIAF HA547-645 from ex-RAF aircraft stored at 20 MU, Aston Down. An additional 20 were purchased direct from the RAF (20 MU) in 1951.

**Oct 1947-1948** - RIAF Tempests in action against insurgents in Kashmir and Jammu province - a 15 month campaign.

**1953** - Last front-line Tempests withdrawn from Indian service (No.4 Squadron); Tempests remained in service for a time as operational trainers at Hakimpet and at the Armament Training Wing, Jamnagar. Others used for ground instruction and latterly, as airfield decoys. The role of HA457/PR536 at this time is not known.

**1961** - Large number of withdrawn Indian Tempests noted stored at Chakeri, already partly stripped. Still carried their standard Indian colour scheme

- silver overall with black wing-tips, rudders, and rear fuselage bands.

**1969** - Nine derelict Tempest IIs discovered at Poona, including one, HA580/MW758 now stored at Chichester. Had all moved on by 1972 to unknown destination.

**71** - Centaurs engine and pair of Tempest II wings presented to RAFM by Indian Govt, arriving in UK c.1972. The wings came from Kanpur, from which aircraft is not recorded. This was the result of an RAFM request to India for Tempest spares in 1968.

**1977** - Eleven Tempest IIs put up for tender by Indian Govt, at Halwara and Jodpur after use as airfield decoys. Six were brought back to the UK, purchased by Doug Arnolds' Warbirds of Great Britain. They were mostly complete with engines but missing propellers and often tailplanes and rudders. They had been stored outside in dry conditions for many years.

**1979** - The WOGB Tempests finally arrived in the UK. HA457 (the aircraft now at Hendon) (RAF PR536); HA557 (MW404); HA564 (MW376); HA586 (MW763); HA591 (MW810); HA604 (MW401). This is the first definite informa-

tion on PR536' since 1947.

**c.1980** - Ex-Indian Tempests acquired by Nick Grace and Chris Horsley and stored at Chichester as part of the Tangmere Flight'. First discussions between Nick Grace and RAFM at this time over acquisition of HA457.

**1987** - Agreement reached for RAFM to acquire fuselage and engine of HA457 in exchange for Napier Sabre and fuselage of Tempest V EJ693 acquired from Holland, the agreement being between RAFM and Nick Grace. In November 1988 HA457 moved into store at Cardington. Photo: FlyPast Jan 89 p.26.

**10 Apr 87** - To assist in restoration, the rear fuselage of a Tempest II, spuriously marked as 'KB418' was acquired from the Royal Navy Engineering College, Manadon. This is now fitted to the aircraft at Hendon, making it a composite of three airframes - rear fuselage from Manadon, wings from Kanpur c.1971, leaving just the forward fuselage from PR536, this identity being found in the tailwheel well before the rear fuselage sections were exchanged. The original rear fuselage was later traded for spare parts.

**1990/91** - Restored to static display condition at Duxford by The Fighter Collection in exchange for the RAFM Sea Fury II VX653 which TFC intend to rebuild to airworthy condition. Actually moved to Duxford Late 1989. Photo as delivered to Duxford - Aeroplane Monthly Feb 90 p.71 and Warbirds Worldwide No.12 p.9. Restoration photo Aeroplane Monthly Mar 91 p.135 and Jul 91 p.390; Aircraft Illustrated Jan 91 p.50 and Aug 91 p.442. Given the propeller from a Vickers Varsity, a sea Fury canopy, Hurricane control column and undercarriage legs from near Manchester.

**13 Nov 91** - Moved Duxford - Hendon on completion of restoration. Displayed at Hendon since then, in 5 Squadron markings as OQH. Photo: FlyPast Feb 92 p.70. The original rear fuselage of HA457 has now passed to Ted Sinclair, Norwich for use in a Tempest V project with a genuine ex-scrap yard Tempest V Cockpit section.

Several other ex-Indian Tempests survive:

HA557/MW404	Ex Chichester
	Location unknown - UK?
HA564/MW376/G-BSHW	Aces High, North Weald
HA580/MW758	Ex Chichester
	Location unknown
HA586/MW763/G-TEMT	Sandtoft, Yorks
HA591/MW810	New England Air Museum
HA604/MW401/G-PEST	Sandtoft, Yorks.
HA623	Indian Air Force Museum

Text: Andrew Simpson.

© Royal Air Force Museum.

# Chinese Military Aviation 1905-1918

John Cochrane

The Ch'ing emperors had ruled China since 1644 but by the 1890s revolutionary fervour had reached the country. In the aftermath of its defeat by Japan, over Korea, in 1894, an attempt was made to overthrow the empire by revolutionaries led by Dr. Sun-yat-sen. This failed but several republican groups, many based in Japan, were formed. They became the Tung-meng-hui (United League), but were united only in a desire to see the end of the emperors. In every other aspect there was extreme disunity.

In 1904 one of the Manchu military governors, Chang-chitung, had watched the effective use of observation balloons by the Japanese forces during their campaign against Russia. In 1905 he ordered two balloons from the Japanese Yamada company and the following year they were used in Chinese army exercises. In that year an area to the south of Peking was cleared for use as a military airfield, and in 1910 a Russian pilot demonstrated a Bleriot monoplane there.

In the slowly gathering revolution things had come to a head by 1911. Foreign bankers, seeing a large and lucrative market in China had provided funds to improve and rationalize the chaotic railway system. This was done in secret but was discovered by a group of students in Szechuan, who protested at foreign interference. Troops sent to quell the riot joined the students and, on October 11th, seized the city of Wuchang. Many other areas of southern and central China joined the revolution. Sun-yat-sen and his revolutionaries were in urgent need of modern weaponry so launched an appeal for funds to the wealthy, overseas Chinese community. With some of the money raised two Etrich Taubes were ordered from Austria. They were to be used to bomb the Imperial Palace as the revolution marched on Peking. They did not arrive until December 1912, too late to aid Sun and his forces.

In 1909 the Court had dismissed its most able general Yuan-shi-kai, but they recalled him in 1912 to organize the defence of Peking. Yuan promptly defected to the Republic and, on 12th February 1912, the boy emperor Hsuan-tung, (later called Pu-yi) abdicated. The Great Powers poured money into China to try to stabilise this potentially huge market, but with little success. Yuan tried to set himself up as emperor, and then died in mysterious circumstances, in June 1916. His successor General Tuan-chi-jui controlled Peking and north China, and Sun-yat-sen parts of the south and centre of the country. The rest of China disintegrated into separate warlord administrations. A journalist S.G. Cheng writes somewhat pragmatically - 'armed forces have acquired provincial associations and have lost their national character.' The city of Peking was relatively stable and became capital of the Chinese Republic, in 1912, although mostly in name only. It was through this city that funds flowed mainly from Britain, the U.S., and Germany. France however stole a march on its competitors by securing a contract to supply the Chinese army with aircraft. Yuan ordered twelve Caudrons in March 1913 and they were delivered in June. On July 12th, in great carnival atmosphere, six of the aircraft were unpacked and assembled. They used the new military airfield south of Peking called South Hunting Park, or Nanyuan to the Chinese. Flight preparation was in the hands of Chinese students under the direction of flying instructors Lts. Bon and Obre and mechanics Boffa and Martineche. These had arrived from France with the aircraft. There were three two-seat Caudron

G.IIIs with seven cylinder, 80 h.p. Gnome rotary engines, two single-seat 50 h.p. Anzani engined aircraft as well as an 80 h.p. Anzani machine equipped with optional hydroplane floats. One 50 and five 80 h.p. aircraft were left in their crates. All these aircraft were marked with national insignia on the wings and fins. This consisted of a five pointed star in five colours representing the main ethnic groups in China; Han Chinese, Mongol, Manchu, Tibetan and Moslem.

The first flight was made by none other than one of the Caudron brothers, who obviously considered this a very important event. Gnome rotary engines were also imported and powered a number of indigenously designed pusher biplanes. By the end of 1913 the Air Force at Nanyuan consisted of the twelve Caudrons, the two Taubes which had been taken over by Yuan, and two Nanyuan designed aircraft. But air forces needed pilots as well as aircraft. Major Bowley, the American military attache stated - 'thing the French officers could say would persuade the Chinese that they couldn't take their seats in the aeroplanes and just fly. the end of September 1914 all but one of the aircraft had suffered damage in training accidents. Chinese mechanical activity was described as 'creative', enthusiasm not making up for skill! The two instructors, Bon and Obre went home in frustration but the two mechanics stayed on eventually becoming Lieutenants in the Chinese army. The American aviator Art Lym was brought in as chief instructor and was joined by fellow American Tom Gunn and some Chinese pilots who had been trained overseas. These included Zee-yee-lee who had gained British licence number 148 on 17th October 1911 at the Bristol school on Salisbury Plain; Gordon Wong who obtained licence number 593 on 15th August 1913 at the Brooklands Bristol school, as well as Prince Tsai-tao, Colonel Tsing, and Pan-shi-chun.

May 1914 saw the first formal instruction begin. Forty students started and, within twenty days, ten flew solo as 'ready for combat'. Within two years eighty had qualified but over the following two years the unsettled political situation and lack of funds saw the general collapse of the programme.

## The Chinese Air Force in Action

With the fall of the Imperial dynasty many parts of China saw the chance of independence from Peking. Mongolia proclaimed its independence in December 1912 after obtaining promises of military aid from Czarist Russia. Fighting flared up between Mongolia and China in 1913 and Pan-shi-chun was sent to the Kalgan front with four or five aircraft and some bombs. Very little was achieved and the Mongolian campaign dragged on for some years. Insurrections broke out in Szechuan, Hunan, Hopei, Anwei and Kiangsi. In all cases aircraft were ordered to help ground forces but it is probable that actual deployment was rare.

The Northern army of Peking was in active conflict with Sun-yat-sen's Southern army. In the centre were a number of dissident groups led by a so-called 'brigand', known as the 'White Wolf'. By the spring of 1914 the elusive 'White Wolf' had control of most of Hunan, Hupei and Kiangsi, as well as the cities of Hankow and Shaanxi. Sun was trying to form an alliance with him, so the Northern army decided to attack. On 6th April 1914 three 80 h.p. Caudrons and a 50 h.p. Anzani model were sent

south. Colonel Tsing led the reconnaissance and bomber attack on the 'White Wolf' throughout the seven weeks of the campaign. It is rumoured that Emile Obre was flying the single seater. The operation was a success and Boffa, the chief Caudron mechanic was offered the 'Wolf's head! This campaign raised the profile of military flying. The Chinese military authorities also watched with interest the Japanese air attacks on the German fortress at Tsingtao later in the year. 1915 saw further deterioration of Peking's hold on the country. The warlord Tsai-ao, in Yunnan, was rumoured to have obtained aircraft but there is no information on this. In January 1916 four Nanyuan pusher biplanes flew to Yunnan and the pilots showed great courage in scouting in very difficult conditions but saw no 'enemy' aircraft. Isaac Newell, the U.S. military attache, who had replaced Major Bowley, was very disparaging of the condition of the aircraft and also stated - attempt was made to drop bombs on Tsai-ao's forces but without success as an aviator reported that he could not fly over the enemy as they would shoot at him! With the death of Yuan-shi-kai, in 1916, China descended into fragmented civil war. The young emperor, Pu-yi seized the throne for twelve days, in July 1917, whereupon a Republican aircraft carried out a spectacular and successful bombing raid on the Imperial Palace. This marked the final end of the dynasty.

In August 1917, with the carrot of dropping the demand for reparations from the 1900 Boxer Rebellion, the Peking government declared war on the Central Powers. Chinese contribution to the allied cause was limited to a small number of labour battalions on the Western and Mesopotamian fronts.

In 1916 the Chinese navy formed a small air attachment at

Foochow, but this came to very little.

Tsing, now a general, was made first Commander-in-Chief of the Chinese Air Force, in March 1919. He placed a contract with the British company Vickers for 60 Avro 504Ks and 40 Vimys. Cecil Lewis was appointed instructor and his excellent biography, 'Sagittarius rising' gives a graphic account of Chinese aviation 1919-1920, as well as the attempted use of the Vimys to start a Peking to Shanghai mail and passenger service.

There was no real central government control in China until the patriotic reaction to the Japanese invasion of 1937.

#### Sources

Bueschel, Richard. The Aeroplane Corps of the Chinese Army in World War I. This is an article but I do not know the source.

Various issues of 'Flight', the 'Aeroplane' and 'Peking Daily News' of the period.

Reports of the Military attaches in China between 1913 and 1916.

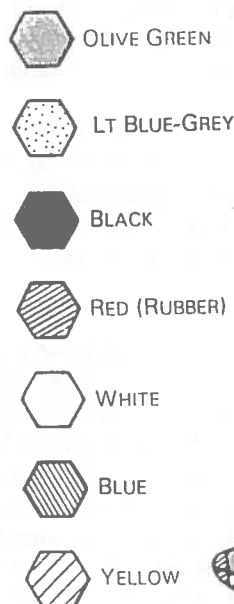
Green and Fricker. Air Forces of the World 1958

Apostolo and Bignozzi. Warbirds 1974

General histories of China of the period and the Harleyford series of books on aircraft of World War I

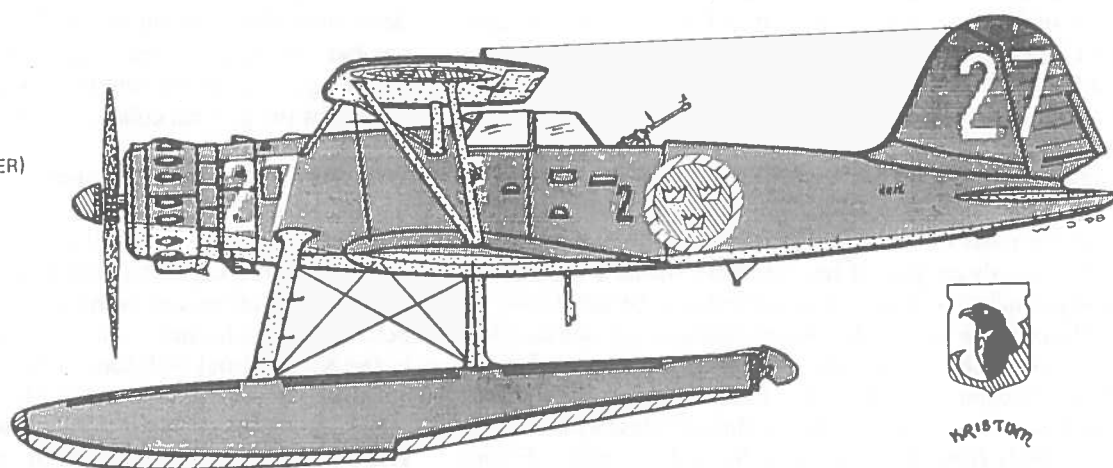
Also a thank you for the help of SAFCH member Clarence Fu.

John Cochrane (SAFCH # 905), 6 Bonnington Ave., Crosby, Liverpool, L23 7YJ England.



## SEQUESTERED SWEDISH HEINKEL

by Bill Devins



He 114B-1, FvNr 4012, formerly retained by the Luftwaffe as IY+YG, after acceptance by the Flygflottilj 2 of Sweden's Flygvapnet in July 1941. The intended individual aircraft number was replaced by the number 27; late in its Flygvapnet career it wore the original number 42. This He 114 was built with the original "Y" interplane struts, but was delivered to Sweden with the later "V"-style. Finish is Swedish olive green over light blue-grey, yellow float bottoms, white aircraft and black Flygflottilj codes. The FvNr is painted in small black numerals on either side of the fuselage beneath the fin leading edge. The float noses incorporate molded red rubber bumpers which were common to German seaplanes of the period. Flown by pilot Tenggren and observer Utbult in August 1942, it was unusual among Flygvapnet recon aircraft in sporting the name *Kristina* in white to port in addition to the "Sea Eagle" badge unique to the S 12 on both sides of the cockpit. Eagle is black and grey with yellow details.

# The Mitsubishi Ki-30 Ann in Thai Service

Editor's note: I recently purchased the Pavala kit of the Mitsubishi Ki-30 Ann, in anticipation of building it in the markings of the Thai Air Force. However, in searching the SAFCH library, I came across only one photo of a Thai Ann and that was

"As for the markings and camouflage for Mitsubishi Ki-30 in the markings of the Royal Thai Air Force, I believe they used two different national insignia; the white elephant on a red rectangle and the roundel which is still used on Thai aircraft today. Although I have not found any photos of a Ki-30 in the white elephant insignia, I assume the

in an overall light grey with Thai roundels. In the hope of finding a more exciting scheme with "elephant" national insignia I wrote to a couple of SAFCH members who might be able to help: Yukio Onoguchi, the producer of those excellent

elephant was painted over the Japanese Hinomarus at the four wing positions and on the vertical fin. See John MacGregor's illustration in SAFO #48 for the camouflage scheme. Although the Ki-30 is larger than the Ki-43, the elephant insignia for the Ki-43 on our 1/72-scale decal sheet should be close.

RTAF was ostensibly allied with Japan, that the RTAF would have used similar camouflage and marking schemes. Therefore, I am assuming that between 1942 and 1945 the Ki-30s would have employed a scheme of one solid color on the upper surfaces and one solid color on the lower surfaces, what Thorpe refers to as "Scheme S". More specifically, I believe the Thai Ki-30s were painted in scheme S2 with Dark Green (A1) on the upper surfaces and Light Gray (A9) on the lower surfaces. There is a possibility that they could have used a blotch scheme of Dark Green over Light Gray, but I am not sure if the photos that suggest this show a true blotch scheme or simply faded and worn paint. So, my best guess is Scheme S2, Dark Green over Light Gray. There is a painting of a Ki-30 in this scheme at the RTAF Museum in Bangkok (I'll send you a photo if I can get one). Doesn't mean it is accurate, but I assume that it must be based on some photographic evidence that I haven't seen. If you want to be a complete purist, it may be that the Dark Green is not the Japanese Dark Green A1. The Thais could simply have painted the Ki-30s in whatever green they had in their own stores. They began painting their airplanes in a green and brown scheme during 1939-40. I don't know what this color of green looked like, though it appears to have been a dark green, and may have been close to the RAF medium green.

"Other markings? I assume that the elephant insignia would have appeared on the top and bottom of the right and left wing and on both sides of the tail, but not on the side of the fuselage. That seems consistent with the very few other photos that exist. With one or two exceptions the RTAF does not seem to have put national markings on the fuselage. It appears that after December 1941 the RTAF adopted the JAAF practice of painting a

green over gray scheme I sent you as a possible alternative I now think is wrong. I think the photo I have of the Ki-30 in what appears to be this scheme is simply an aircraft where the paint has peeled off, or been badly repainted.

There is still some debate on when the RTAF adopted the white elephant on orange rectangle as the national insignia. No one seems to know definitively. The guesses are toward the end of 1942 or early 1943. I did find out that the government issued a decree in November 1942 requiring military aircraft and vehicles to use Arabic numerals in-

Thai decals under the "Axis Decals" label and Ted Young, the author of a book on the Thai Air Force. Their gracious answers follow.]

"I can also recommend the elephant insignia from our 1/48-scale decals for a 1/72-scale Thai Martin B-10. I hope to be able to send you a drawing of this scheme in the not too distant future."

Yukio Onoguchi (SAFCH #1464), 2-25-12/B217 Midorigaoka, Meguro-ku, Tokyo 152, Japan.

white "combat stripe" just forward of the tail (see Thorpe P.73). I have seen this on wartime photos of the Hawk 75 and Hawk IIIs. I have yet to determine if the RTAF used any system of group, wing, or squadron markings during the war. There was a system in use up to the war based on characters from the Thai epic the Ramanyana, but I don't know of any other scheme. The wartime photo of the Ki-30 appears to show a diving eagle on the fuselage sides, but I can't quite make it out. It also appears that the Thais would put a number on the tail of their aircraft. I believe these were individual aircraft numbers, as they don't seem to have any pattern nor correlation with known squadrons. Some photos taken at the very end of the war show Arabic numerals on the tail rather than Thai numerals. When and why this was done I don't know. I don't even know if the Ki-30s had numbers on their tails at all.

"I wish I could be of more help. I have been researching Thai aviation for twenty years now and there is still a great deal I don't know. But photos keep turning up in the oddest of places (I just found one in a Japanese wartime propaganda book I found at a used book store in Tokyo) so I am hopeful that someday the full picture will emerge. Having said that, the Thai climate is terrible on paper, the Thais themselves have very little historic sense, and aren't great preservers of their past, especially an episode (their wartime alliance with Japan) that many feel is best forgotten. So we may never know all the details. In regards to an article for SAFO, I could give the operational history, but not a lot of definitive information on markings. I would also need someone who could produce some decent side views of what I think the markings would look like."

Ted Young (SAFCH # 1549), 50 Mountainview Rd., Milburn, NJ 07041, USA.

stead of Thai numerals.

So, assuming a degree of latitude in this inexact science, my best guess is an RTAF Ki-30 Ann circa 1943 would have been painted JAAF green on the upper surfaces, JAAF gray on the undersurfaces, would have had a white combat stripe just ahead of the tail, a single digit Arabic numeral on the tail, and would have had the white elephant national insignia.

Ted Young (SAFCH #1549), 50 Mountainview Rd., Milburn, NJ 07041, USA.

Further to my last correspondence with you on the Mitsubishi Ki-30 Ann in RTAF markings. Right before I left Hong Kong, I made a trip down to Bangkok for one last visit with the RTAF Museum and to meet some RTAF officers who have offered some help with further research. While at the Museum, I saw a better photograph of a Ki-30 which confirms my initial assumption that the camouflage scheme was similar to standard JAAF schemes. In this case dark green upper surfaces over gray undersurfaces. Again, I assume the Thais used standard Japanese paint stocks. The blotchy

## How the Siamese Take to the Air

[The following article appeared in 'The Literary Digest' for April 27, 1929 under the title "How the Siamese Take to the Air". I thought it might be of interest to our readers. Gary Hammil (SAFCH #1316), 2017 N. Ridgeway Rd., Tucson, AZ 85712-4304, USA.]

The white elephant of Siam is giving place to the airplane, and the ship of the sky in that Asiatic land is proving anything but a "white elephant" as we in America use the term. The Siamese took to flying, Andrew A. Freeman tells us in 'Aviation,' long before the world in general had given any serious attention to transatlantic flights and round-the-world hops; and it did not take a Lindbergh or a Byrd to make them air-minded. Siam's railroads were still in their infancy, and people were still wondering, whether it was safe to ride behind the "puffing black monsters" when a small number of Siamese Army officers were pioneering in the air. Mr. Freeman tells us further:

The efforts of that little group, spurred as they were by the aviation boom which the World War brought, have resulted in the now well-organized Siamese Royal Aeronautical Service which, as a division of the Ministry of War, builds its own planes, trains its pilots, lays out flying fields, delivers mail, merchandise, and medical aid, when needed, to practically all districts of the country. Long distance flyers of nations who have winged their way from European cities over the far stretches of India to Java, Indo-China, China, and Japan, have been loud in their praise of the efficiency and organization shown by the Siamese in aviation. The main airdrome at Don Muang, about 15 miles from Bangkok, the capital, has been mentioned as being among the best-equipped flying fields east of Suez.

Siam's activities in aviation are not on a par with those in Europe and America, but comparatively, the people of the Land of the White Elephant are not behind the times with respect to air travel. It is true that equipment is not in step with the latest developments, but the country is getting all it can from what it has and is looking ahead toward improvements.

King Prachatiok, the present ruler, a modern and progressive administrator who has studied and traveled extensively in Europe and America, is most enthusiastic about his country's air force, and is encouraging a greater interest in aviation among his people.

Shortly after the Wright Brothers had demonstrated the success of their heavier-than-air flying machines, Siamese Government officials recognized that aviation was soon to emerge from an experimental stage to play a vital part in the lives of all nations. They intently watched the progress of the Wrights and other inventors, and in 1911 took the first step toward the organization of their country's air force. In that year the Ministry of War sent three officers of the Royal Engineers to France to study practical flying. In two years, after a thorough course on the ground and in the air, the men returned to Siam, bringing with them materials of aviation. Without the aid of foreign advisers and engineers, these three men organized a flying corps, and trained pilots and mechanics. Even at that time it was foreseen that planes would play a unique part in the country's transportation service. It was fully realized that railroads could not be built to touch every remote section of the country, and plans were then made to link districts untouched by roads. Many towns, isolated by jungle and mountain, requiring weeks of travel via sampan, oxcart, or elephant, would, as a result, be closer to

Bangkok, the principal commercial and shipping center.

It remained for the World War to spur the Siamese to develop their air force to its present standard. Immediately after the United States declared war on Germany, King Vajiravudh, now deceased, issued a proclamation declaring his country in a state of war with the Central Powers. Aware of the fact that Siam had already developed a large number of skilled aviators and mechanics, France requested that these airmen be dispatched to the front. Nearly 2,200 young men, as a result, went to France where they remained until the end of the war.

While at the front they were in intimate contact with every new development in aviation and when they returned to their country and rejoined the Royal Aeronautical Service, their experience became invaluable.

Plans were immediately made to expand the service. Improvements were effected in the main flying field at Don Muang, and new fields were laid out in strategic sections of the country, with the result that to-day there are fifteen well-equipped flying-fields staffed by experienced men and a similar number under construction. In addition factories were built at Don Muang for the construction of planes, and a large force of men and women were trained in airplane building. To-day all parts of the plane, with the exception of instruments and engines, are built by the Siamese people from materials found in their own country. The shops are in full swing daily.

The most suitable type of plane for service in Siam, thus far, according to flying officials, has been the medium-sized plane of the Breguet type, with a 300-horse-power Hisso engine. With the ever growing increase in airplane travel and extensive plans for commercial air routes between Siam and neighboring countries already well under way, officials are considering multi-engined planes.

Routes are being laid out to connect Bangkok with Singapore and other important Malayan cities, as well as with Rangoon in Burmah (sic) and Saigon in Indo-China. Merchants of Bangkok are particularly anxious to see inaugurated an airline to Singapore to bring Bangkok closer to the main line of shipping to America and Europe, all of which touches at Singapore. The trip at present requires four days by boat and forty-eight hours by train.

The air-mail service now being operated by Holland, from Amsterdam to Batavia, with Bangkok as a link in the longest air-way traveled at the present time as a part of a regular route, has helped to stimulate the Siamese to a greater interest in aviation. The coming of the huge tri-engined Fokkers to Bangkok once a week, as they make their way to Batavia and return, is instilling into the Siamese a greater desire to bring their own air force to a high degree of efficiency.

The first experiment in Siam of aerial transport of mails took place between the capital and Chamdaburi, a town in the southeastern part of the country, some 250 kilometers [approximately 155 miles] from Bangkok. The planes took just a little more than an hour to cover the distance, as compared to two days required by steamship to arrive at the same destination. Shortly afterward another route was opened between Bangkok and Korat, 250 kilometers. The planes reached their destination in an hour, whereas by train, which was then the fastest means of transportation, ten hours were required. To-day most of the

Continued on page 55.



# Paraguayan Air Force Neiva T-25 Universal

Antonio Luis Sapienza Fracchia

Only five T-25 trainers were in service in the Paraguayan Air Force between 1983 and 1991. In April 1983, the Chilean Air Force (FACH) donated these aircraft to its Paraguayan counterpart. A few FAP officers traveled to Santiago to get some basic training in this type of plane. On April 15, the FAP T-25 took off from El Bosque AFB in Santiago and for the first time, Paraguayan crews flew over the mighty Andes. They made stops in the Argentinian cities of Mendoza, Córdoba and finally Corrientes before arriving in Asunción on April 19. Two days later, on the 21, the planes were officially transferred to the FAP in a ceremony that took place at the Ñu-Guazú AFB near Asunción, which was presided by the President of Paraguay Gen. A. Stroessner, the Commander of the FAP Gen. Luis González Ravetti, and the Commander of the FACH Gen. Carlos Desgroux Camús. The planes were the following:

FAP serial	c/n	ex-Chilean Army	exFACH	Destiny
0125	133	101	252	wfu 1991. Preserved
0126	134	103	253	wfu 1991
0127	135	104	254	wfu 1991
0128	136	105	255	w/o 1983
0129	140	109	259	wfu 1991

The T-25 fleet was immediately incorporated to the Transport and Training Air Group (GAET). After the FAP young officers finished their instruction in the T23 Uirapurú (see SAFO #93), they started flying the T-25, where they had to fly at least 50 hours before passing to the T-6.

The T-25 were originally painted in a two-tone camouflage of dark green and medium gray on upper surfaces with light gray on lower surfaces. No Paraguayan roundels were painted on the planes and the serial was painted in black square numbers on the rear fuselage and in two wing positions (lower left and upper right). The Paraguayan flag colors were painted in the rudder with a yellow star on the white stripe. These planes had the title FUERZA AEREA PARAGUAYA painted in black letters on the fuselage right under the canopy.

Sadly, the lives of two young officers were lost in the accident of T-25 0128 on October 20 1983. It was crewed by Lt. PAM Alfredo Cueto as the instructor, and Sub-Lt. Osvaldo Benítez as the trainee. They were performing a training flight at a very low altitude over the Paraguay River when one wing touched the surface of the water. The plane crashed and immediately sank. Both officers died and their bodies and the plane were recovered

by a Navy ship. This was the only accident of a T-25 in Paraguay.

The color scheme for the remaining four aircraft changed in 1988. The fuselage was now natural metal, the empennage was painted orange, and the rudder kept the Paraguayan flag colors. The wings were painted orange from the root to the mid-span and then blue-gray up to the wing tips which were orange. The propeller spinner was also orange. The anti-glare panel was flat blue-grey. This time, the Paraguayan roundels were in two wing positions (upper right and lower left) with the serials in the opposite positions. The serial was also kept on the rear fuselage. No FUERZA AEREA PARAGUAYA title was carried.

1990 was the last year of intensive use of the Universal in the FAP; once the academic year was over, the FAP decided to retire the entire fleet of T-25. They were stored at Ñu-Guazú AFB. During the first months of 1991, FAP personnel removed the engine and instruments from all but one of these aircraft, s/n 0125. Sadly, three T-25 were used as targets for a demonstration of aerial bombing by Xavante Jets in 1992.

The end of the story is that T-25 s/n 0125 was preserved and, in 1999, it was placed in the collection of FAP planes at Ñu-Guazú AFB near Asunción. This Neiva was painted in overall aluminium with red wing tips.

The author would like to thank Col. DEM Luis Ocampos, ex T-25 instructor for the precious information on this aircraft.

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asunción, Paraguay.

Photo Captions (All photos by the author unless otherwise noted.) Photos on page 38.

1. FAP Neiva T-25 s/n 0127, at El Bosque AFB in Santiago, Chile, before delivery to Paraguay on April 1983. Photo FAP
2. FAP Neiva T-25 s/n 0126 at Ñu-Guazú AFB at Asunción in 1987.
3. FAP Neiva T-25 s/n 0125 at Ñu-Guazú AFB at Asunción in 1987
4. FAP Neiva T-25 s/n 0129 with the second color scheme, at Ñu-Guazú AFB at Asunción in 1989. Photo: FAP
5. Neiva T-25 0125 at the end of its active life at Ñu-Guazú AFB in 1990.
6. Neiva T-25 0125 as it is preserved today at Ñu-Guazú AFB.

country's principal cities have regular air-mail services. This particular phase has proved most popular with the people who have indicated their desire to support it with every possible assistance.

Probably no other country uses its air service for the promotion of public health and other humane measures as effectively as Siam. Due to the isolation of many towns and the lack of medical equipment, epidemics took great toll of life, until the value of airplanes in relieving such crises was demonstrated.

The most striking case wherein the utility of airplanes was shown for public-health work was when an epidemic occurred

in Ubol, a province in the eastern part of the Kingdom. Medicines were completely exhausted, and the increase of cases grew too great for the inadequate number of physicians at hand. The governor telegraphed the health department at Bangkok that if immediate aid were not forthcoming, many would die. The health director telephoned the commandant at Don Muang, who promised to have six planes ready for the trip. A special train left Bangkok one half-hour later for the flying-field with four doctors and nurses and a complete supply of medical necessities. Within three hours physicians and nurses were busily engaged taking care of the sick.

# Yugoslav Brothers in the Spanish Civil War

Michail Zhirorkov and Igor Gordelianow

Besides Russian airmen, many volunteers from other countries flew with the Republican Air Force during the Spanish Civil War. Some served for money and some for their beliefs. Among the latter were two brothers from Yugoslavia, Bozhko and Dobre Petrovich, were passionate supporters of the Republican cause. Bozhko, trained as a fighter pilot in Yugoslavia, would become an ace in a short but violent couple of months during which he would destroy seven Nationalist airplanes. His brother, Dobre, would become a pilot under the most tragic of circumstances.

The future ace, Bozhko Petrovich was born on 7 April 1911 in a small village near Bela Palance, Serbia. There is little known about his childhood except that, after graduating from the local school, he entered Belgrade University to study law. While there he played professional football and even played for the National football team. Perhaps it was in Serbia that he joined the Communist movement.

After graduating the university, he did not go to work as a lawyer, but instead he enrolled in the Yugoslav Air Force Flying School at Novi Sad from which he graduated in April 1936. It is not known if he ever served in Yugoslav AF.

During the Spanish Civil War, powerful sentiments for the Republican side developed in the Balkans, and, in spite of the disapproval of their governments, thousands of young men made their way to Spain. On Christmas 1936, Bozhko Petrovich (carrying a passport under the name of Fernandez Garcia) and his friend, Sretan Dudik, arrived in Spain. They enlisted at once in the flying school at Albacete where they mastered the course in 26 days.

The Yugoslav airmen were assigned to fly the Breguet XIX light bomber. These obsolescent bombers, with their weak defensive armament and slow speed were good targets for Nationalist fighters. The Soviet volunteers who used these bombers had developed the only possible tactics which gave them a change of survival. The would approach the target flying low over the mountains, suddenly appeared over the target, drop their bombing, and make a fast getaway before the enemy had time to open fire. Nevertheless, numerous Breguet crews were killed in action. It was during one of these bombing sorties, on 14 February 1937, that the airplane piloted by Bozhko with his friend Sretan Dudnik as gunner was hit by enemy gun fire. Sretan was killed, and, although wounded, Bozhko landed the aeroplane safely.

After the short time in the hospital, Bozhko was assigned to fly the high-speed SB-2 Katushka bomber. However, since he had vowed to revenge his friend's death, he requested to be transferred to fighter aviation. After several flights in command of a SB-2, the Commander of the Republican AF, Sisneros, personally assigned Petrovich to the El Carmoli flying school where he learned to fly the I-15 Chato fighter under guidance of the Soviet instructors.

At the end of May 1937, he joined a fighter escuadrilla consisting of Spanish, Soviet, American, and Austrian pilots. This was 1/26 escuadrilla of I-15 Chato under the command of Soviet volunteer-pilot Yeryomenko. Other pilot of this escuadrilla mentioned in the literature were the Russians Leonid Rybkin, Michail Yakuskin, Sergey Shelyganov, Ivan Karpov, Mikhail Petrov, Anatoly Serov, Victor Kuznetsov, and Vladimir

Sorokin; the Spaniards Jose Redondo and Luis Sardino; the American Albert Baumler, and the Austrians Walter Korrows, and Tom Dobiash. The escuadrilla was based at Teruel and Compasoto from May to July 1937.

Unfortunately, Bozhko Petrovich was not able to participate in air battles since the Central Front Command used the I-15s exclusively for assault purposes. However, his talent were revealed when he shot down an He-51 on 1 July.

This was a very difficult period for 1/26. The pilots made 4 to 5 combat flights daily and the enemy outnumbered them in practically every fight. During this period, Bozhko shot down three more aircraft (Fiat CR.32) in a week.

At dawn, on 6 July 1937, Yeryomenko's escuadrilla 1/26 of I-15 Chato was flying over the North Railroad Station in Madrid when he saw a group of He-51 flying towards them. Unexpectedly the He-51 were attacked by ten I-16 1/21 escuadrilla commanded by Minayev. Three He-51 were shot down over the Queen's Bridge. Minayev's escuadrilla joined up with Yeryomenko's escuadrilla of I-15 flying over Boadilla against a group of Do-17 bombers. Bozhko Petrovich together with Yeryomenko, Kuznetsov, Rybkin attacked and shot down one Do-17. (The pilot parachuted and was captured by the Republicans. During his interrogation, he said he was an advisor to Himmler.) In that combat, Kuznetsov and Rybkin shot down another Do-17.

On 9 July, Bozhko shot down a Bf-109B in an air battle over Avila. This was his 5th victory and he became an ace. (There are some contradictions in the literature - some sources mention that on 9 July 1/26 I-15 escuadrilla of Yeryomenko together with I-16 support fighters led by Ptukhin fought against 6 Bf-109B over Madrid. Both Bozhko Petrovich and Ptukhin attacked a Bf-109B and shot it down.)

The day of 12 July was to be the last day of Bozhko Petrovich's life. In the morning, Rybkin's flight of I-15 (with Luis Sardina as right wingman and Bozhko on the left) was ordered to intercept an He-111B long-range reconnaissance aeroplane that was flying over the Sierra de Guadarrama mountains. The He-111B, flying beneath a escort of Fiats, was shot down by Rybkin's three I-15. Bozhko Petrovich claimed the victory. While the I-15s were flying back, they were attacked by two Fiats that appeared unexpectedly over Soto aerodrome. One Fiat CR.32 attacked Petrovich's I-15 and damaged it. However, a few minutes later this Fiat was shot down by Sardina almost over the landing strip.

There was another combat later that evening. Nationalist bombers were making a bombing raid over the Brunete-Boadilla road on which the 13th and 15th International Brigades were on the offensive. An escuadrilla of I-15 (Yeryomenko with Kuznetsov and Karpov as wingman, Rybkin, Serov, Sorokin, Petrovich and the American Baumler) attacked the bombers over the Mosquito and Romanillas hills. Six Fiats attack Yeryomenko's flight but one Fiat was shot down by Kuznetsov and another Bozhko. Then, unexpectedly, Bozhko apparently lost control of his aircraft crashed. The pilot perished.

Bozhko Petrovich was only 26 years old when he died. He is the only ace in the whole history of the Yugoslav Air Force. He destroyed seven Nationalist aeroplanes; four were Italian Fiats CR.32 considered as a dangerous rival by Republicans in

Spanish skies. Also not to be forgotten is the Messerschmitt Bf-109B he shot down.

The I-15 Chato of Bozkhov Petrovich was painted dark green (FS 34108) on the upper surfaces and pale blue (FS 35550) on the lower surfaces. The cowling was black and there were red bands on the fuselage and wing tips. The serial CA-118 was carried in white on the fuselage. On the rudder was a white '17' surrounded by two white circles. The rudder carried the standard Republican colors - red, yellow, and violet.

The career of Bozkhov's brother, Dobro Petrovich, is not as significant, but still very interesting. Dobro was not a professional pilot, but fate gave orders to become one. He travelled to Spain from Yugoslavia to visit his brother, but their meeting was not to be long. As mentioned in the literature, they had only one day together, for on that morning, 12 July 1937, Bozskoi took off for his last flight. Bitterness from the loss was so great that Dobro decided to join a flying school to learn to be a fighter pilot. He had to revenge his brother's death. At first, he was rejected because he was a man of extraordinary athletic build and was too big to fit into the cramped cockpits of either the I-15 or I-16. However, he also was a man with a very persistent temper and was finally allowed to enter the flying school at Los Alcazares. He successfully graduated the school by October and joined Serov's I-15 Chato escuadrilla. BY this time there had been many changes in personnel: Rybkin and Yakushin had left for the USSR and the newly-arrived Anatoly Sidorenko was appointed the flight commander (instead of Yakushin), Yakov Yaroshenko was appointed the second wingman of Antonov, and Il'ya Finn became the Serov's wingman.

On 14 October 1937, Dobro Petrovich together with three I-15 (Antonov, Kustov, Gorokhov) were flying over Sarinena when they encountered a group of Italian Fiat CR.32. One Fiat was shot down at once, and the others were

put to flight. One of the Fiats was forced to landing on Bujaralos aerodrome, where Republican fighters were based. It was the Fiat with the "Black Cat" emblem painted on the fuselage. The young inexperienced Italian pilot was from Garapinillos Nationalist airbase and he gave information about the airbase and said that there were plans for a mass group flight over the Bujaralos on 15 October.

Thus forewarned, the Republicans were able to forestall the Nationalist plans. On 15 October, they made a mass attack on the Garapinillos airbase. It is still unknown if Dobro Petrovich took part in that flight. Fighters of several escuadrilla took off at once: 7 escuadrilla (64 I-15 and I-16 with Yeryemenko as the leader) and 15 SB-2 bombers with Senatorov as the leader. They had destroyed almost the entire Garapinillos airbase with 80 out of 100 Bf-109 and Ju-52 destroyed on the ground. This was the first mass group air raid in the history of aviation where fighters were used for assault purposes. (There are some contradictions in the literature: Reference #3 mentions that 6 Fiat CR.32, 3 Ju-52, 3 He-45 were destroyed and 20 other aeroplanes damaged on 15 October 1937 on the Garapinillos aerodrome, and that Serov was the leader of the whole group of Republican aeroplanes.)

On 7 November, a patrol flight of I-15 (leader Antonov, wingmen Dobro Petrovich and Yaroshenko) took off from Bujaralos aerodrome to rendezvous with an R-Z escuadrilla led by Juan Comas, Republican Spaniard. Petrovich found a column of the enemy trucks on a mountain road north of Huesca and set the two leading trucks on fire.

The last mention of Dobro Petrovich in the official literature appears on 7 January 1938. That day, he took part in two air battles. First, as a wingman in Yaroshenko's flight, he entered the combat against six Fiat CR.32 which attacked the I-15 of Juan Comas. Badly wounded, Yaroshenko landed on Barracas

aerodrome and died almost at once from loss of blood. Later the same day, while flying with the 4 escuadrillas (lead by Sepanov), Dobro took off to attack Moroccan cavalry 20 km from Caude. During the flight, the engine of his aeroplane unexpectedly stopped and his aircraft crashed landed in the forest.

Unfortunately, the official story of Dobro ends here. The local inhabitants told of a Serb fighting with guerilla detachment in the vicinity of Calatayud. They remarked on the man's strong build. In 1957, Hero of the Soviet Union and former volunteer pilot Stepanov visited Yugoslavia, but was unable to find out anything further about fate of Dobro Petrovich.

This is the story of the two brothers Petrovich, Yugoslavian volunteer pilots who, together with Spaniards, Soviets, American, and Austrian flew I-15 Chato fighters in defense of the Spanish Republic.

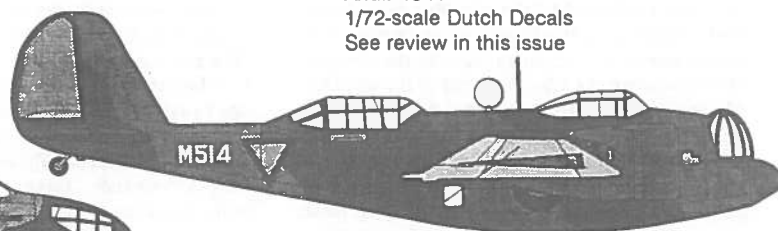
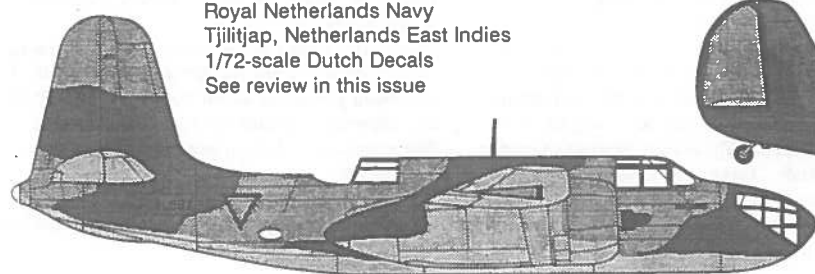
#### References

1. S. Shingarev, "Chato Idut v Ataku" (Chatos Enter the Attack). Moskovskiy Rabochiy (Moscow Worker Publications), 1971.
2. B.A. Smirnov, "Nebo Moyey Molodosti", (The Sky of my Youth), Military Publications, Moscow 1990.
3. John Guttman, "Soviet Fighters on Three Fronts" (Interviews with Y. Stepanov), Aviation History, July 1996, pp. 38-44.
4. Patrick Laureau, "Russian Aircraft in the Spanish Civil War", Bulletin of the Russian Aviation Research Group of Air Britain, Vol. 25, No. 86, June 1986.

Please send any comments to the address below or directly to SAFCH.

Igor N. Gordelianow (SAFCH #1066), Lvovskaja obl., g. Drobych, ul. Strijskaja, 181, kw.18, 82100 Ukraine.

Douglas DB-7 (A-20)  
Royal Netherlands Navy  
Tjilitjap, Netherlands East Indies  
1/72-scale Dutch Decals  
See review in this issue



Martin 139 WH-1  
Royal Netherlands East Indies AF  
Andir 1941  
1/72-scale Dutch Decals  
See review in this issue

Marcos Vinicius G. Teixeira

On 28 March 1952, the remaining ten planes took off on the long delivery flight

On 17 November 1955 while on a training flight, Hellcat A-452 crashed into a lake without injury to the student who was an aspiring naval fighter pilot. Another accident destroyed A-405 when it caught fire from a short circuit in the electrical gas pump. Hellcat A-455 was destroyed on 9 December 1959; returning for an aerial show at Montevideo, the plane was hit by a strong gust of wind

This article first appeared in the magazine of IPMS Brazil. It was translated by Nancy Sharrock and is reprinted here with the kind permission of IPMS Brazil.

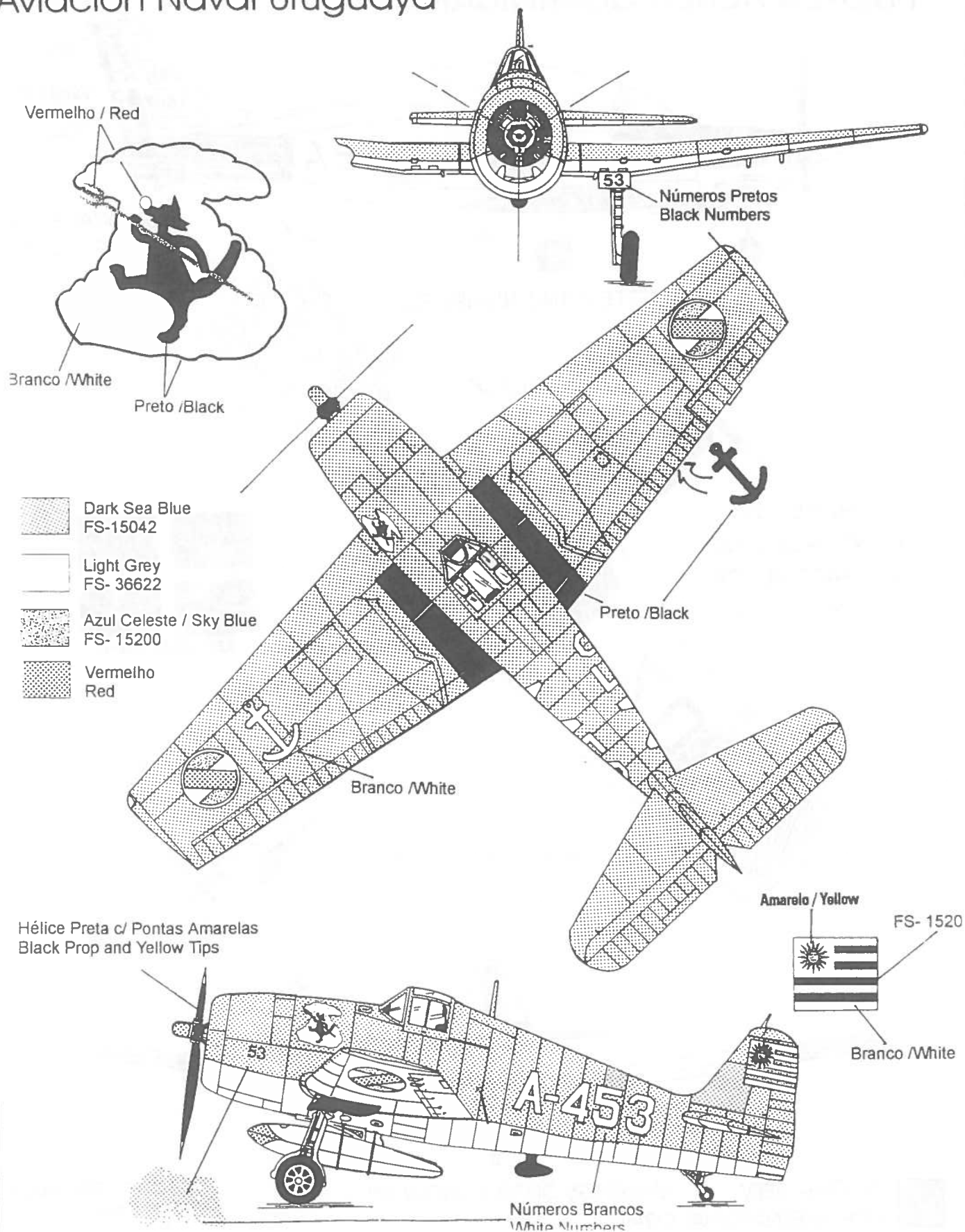
[illegible]

Igor Gordelianov (SAFCH #1066), ul. Strijskaja  
181 kw.18, Lvovskaja obl. g. Drohobych, 82100 Uk-  
raine.

# Grumman F6F-5 Hellcat

## Aviacion Naval Uruguayaya

Drawing By  
Marcos Vinicius Teixeira





# T-35 - PILLAN

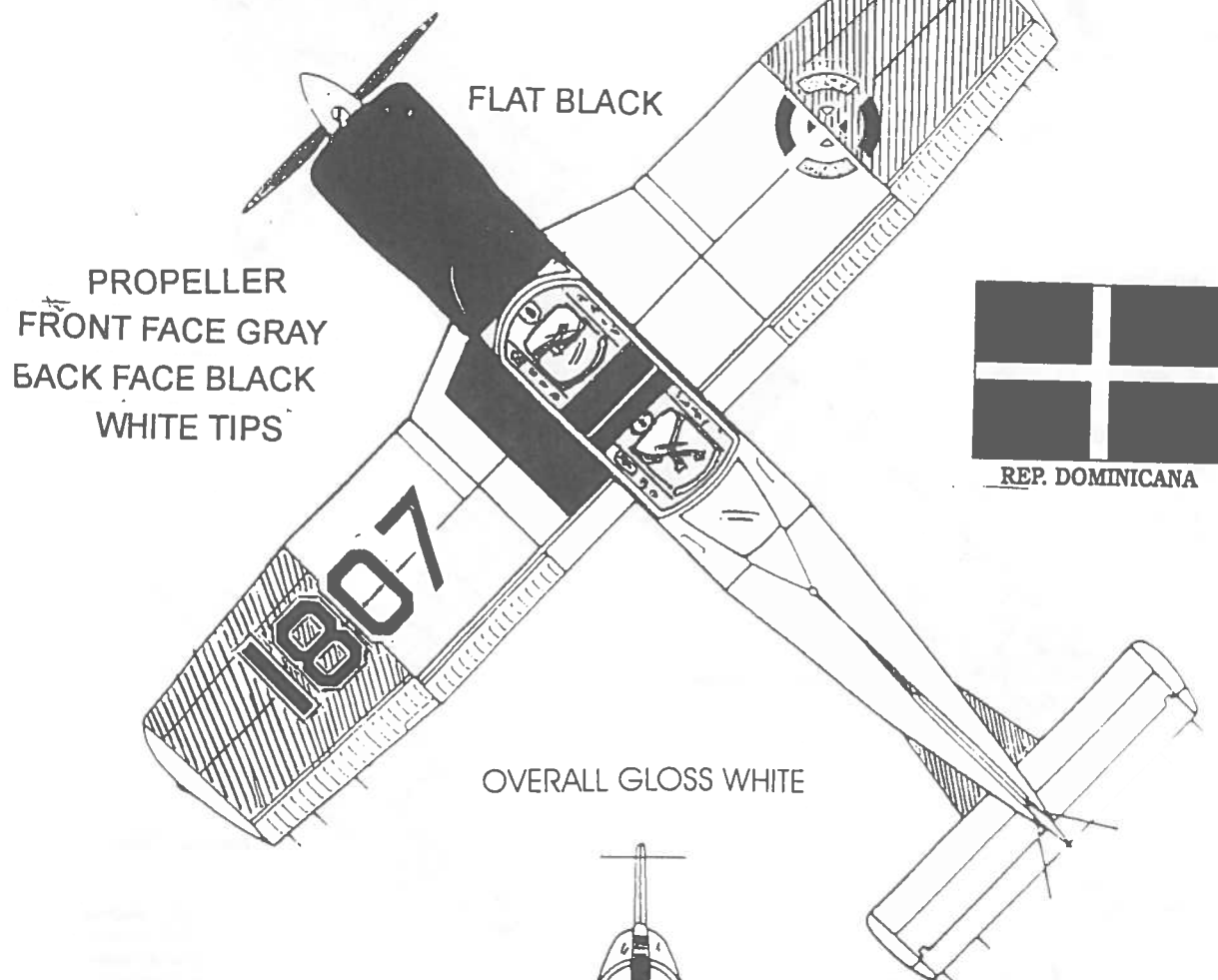
## FUERZA AEREA DOMINICANA



WING DELATED FOR CLARITY

NATIONAL FLAG-  
ON THE RUDDER

BLACK LETTER AND NUMBERS

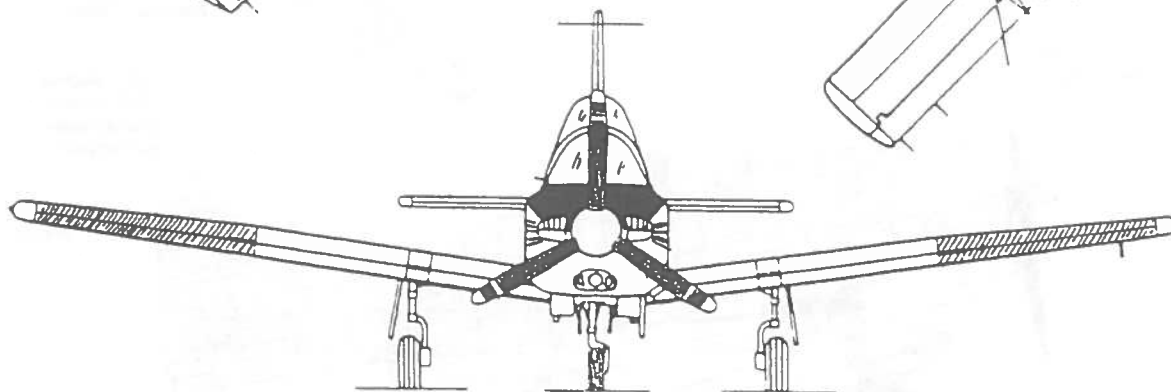


FLAT BLACK

PROPELLER  
FRONT FACE GRAY  
BACK FACE BLACK  
WHITE TIPS



OVERALL GLOSS WHITE



INSIGNIA RED/

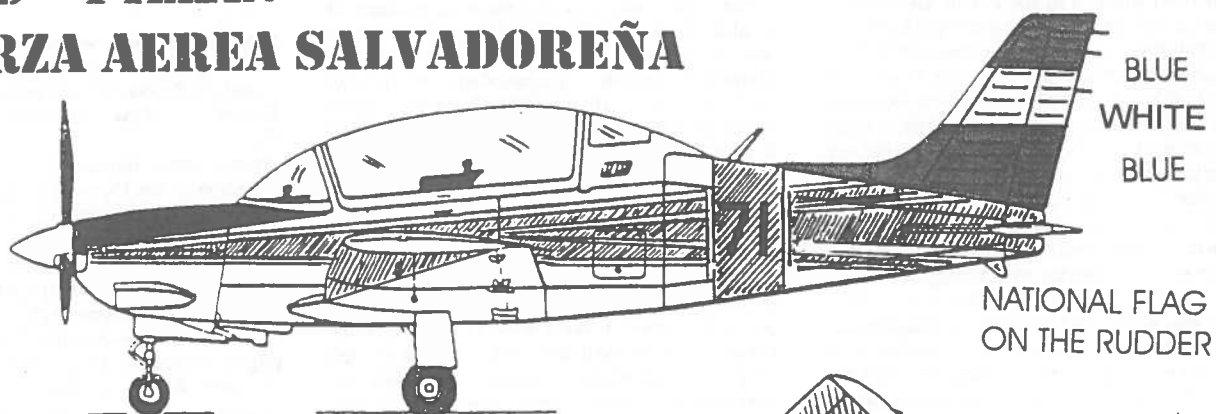
WITH INTERNATIONAL ORANGE (50:50)

MARKINGS OPOSITE UNDER WING

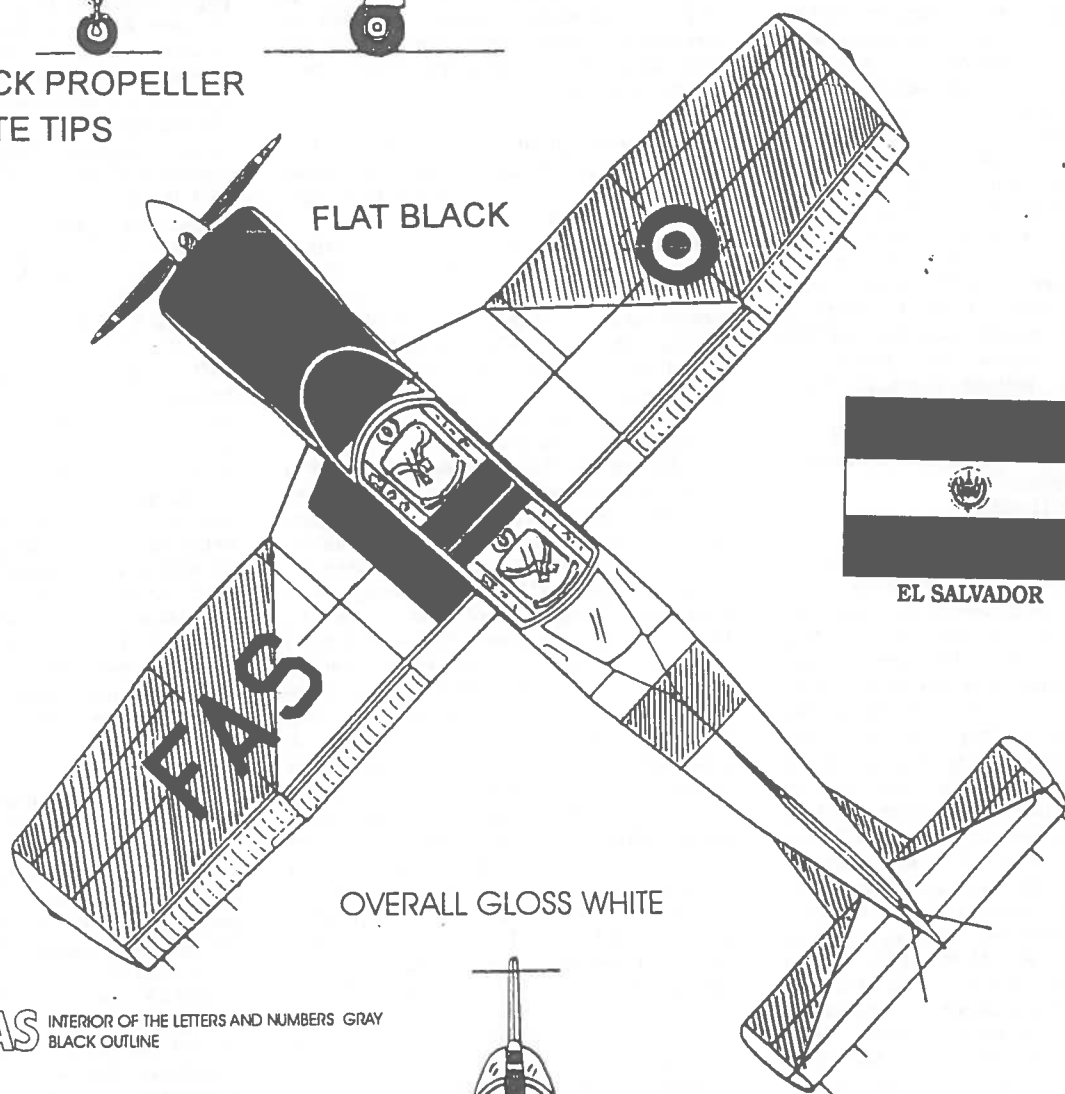
CAP JORGE DELGADO P.  
(SAFCH # 862)

# T-35D - PILLAN.

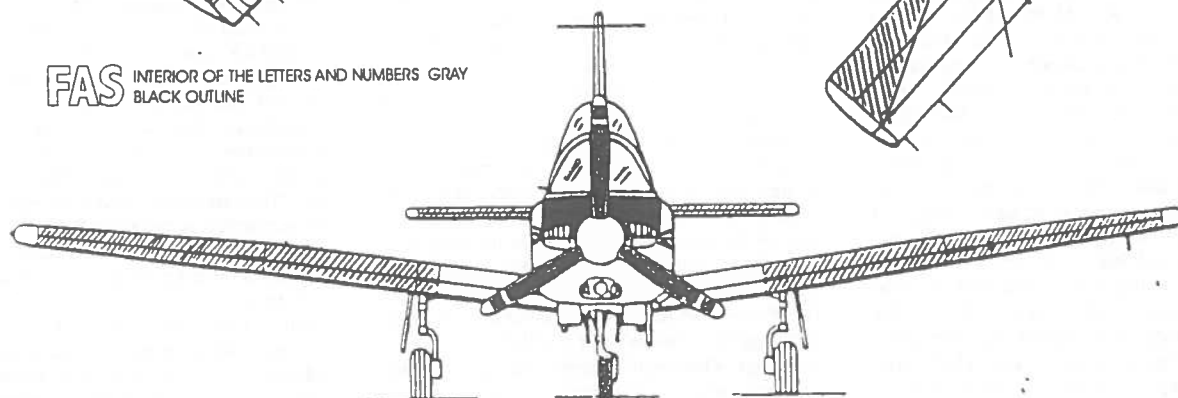
## FUERZA AEREA SALVADOREÑA



BLACK PROPELLER  
WHITE TIPS



FAS INTERIOR OF THE LETTERS AND NUMBERS GRAY  
BLACK OUTLINE



INSIGNIA RED/  
WITH INTERNATIONAL ORANGE (50:50)

MARKINGS OPOSITE UNDER WING

CAP JORGE DELGADO P.  
(SAFCH # 862)

**British WWI Aircraft in the Polish Air Force** by Tomasz J. Kopanski. Published by Mushroom Model Publications. What do the Bristol F2B, Sopwith Camel, Dolphin & 1 1/2 Strutter, Martinsyde Buzzard, SE5a, Airco DH9, RE 8, Avro 504K, and HP O/400 all have in common? This hardback book, derived from a book originally published in Poland, will explain the role each aircraft in this diverse group played in the Polish Air Force from 1918 to 1930. Mushroom Model Publications has produced a superb translation that provides both the modeler and the historian with a complete service record for the subject aircraft. This is not one of those books written in Polish with an English language insert, but provides 88 pages packed with details, all very useful to the reader. Included are an introduction which tells the fascinating tale of the rebuilding of the Polish Air Force after World War I and the need for British aircraft, individual chapters on the major aircraft types used, with black and white photos (mostly never before published), sketches and tables, and appendices providing RAF equivalents to Polish ranks as well as a complete bibliography. The book concludes with eight pages of color profiles providing standard and special schemes used on these aircraft. "British WWI Aircraft in the Polish Air Force" is available for \$21 postpaid (Calif. Residents add 8.25% sales tax) by mail, phone or fax from Wide Owl Worldwide Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277-6145, phone 310-944-5033, fax 310-944-9963. For additional information, email Wise Owl at wiseowl@sprintmail.com or check the website at www.WiseOwlMagazines.com. Joe Daileida (SAFCH #28).

**Heinkel He 60** by Lucas Molina Franco. La Maquina y la Historia #1. Quiron Ediciones. Carlos Fresno Crespo, Alcaniz Freasnos S.A., C/Comio 18-20, Poligono Industrial San Cristobal, 47012 Valladolid, Spain. 1300 Pts (US \$5.50 plus postage). This is the first of a new monographic series from Spain - and a very good start it is. The Heinkel floatplane is covered in 40 pages (plus covers) in a large (28 cm by 24 cm) landscape format. The text is in Spanish with the informative photo captions also in English. The first 18 pages covers the He 60 in Luftwaffe service with 26 photos and 7 color side-view drawings. This section also includes a color side-view drawing of a Bulgarian He 60. The remaining pages are devoted to the He 60s in Spanish skies, beginning with their operation by Aufklarung am See 88 (AS/88) of the Condor Legion and then their service with the Hidros de los Cruceros de la Aeronautica Naval. This section includes 24 photos and 6 color side-view drawings ("La Fiera del Mar" '512', "El Lobo del Mar" '513', "Luis Cellier" '60-3', '60-5', "Ace of Spades", and '52-5' in markings carried in 1945). Appendices include a list of Luftwaffe He 60 losses, a 3-view drawing with specifications, a cutaway drawing, and 20 color drawings of insignia carried by Luftwaffe, Condor Legion, and Spanish He 60s.

The production quality is first class with excellent photo reproduction on glossy paper. Many of the photos are full-page or nearly full page. The color side-view drawings are outstanding. Their large size, two to a page, is most impressive. (I never realized how much more informative color drawings are when printed in such a large size.)

The Heinkel He 60 is the first in what promises to be an outstanding series of monographs. This

series should be of great interest to all students of aviation in the Spanish Civil War and to anyone who loves well-done monographs on individual aircraft. Future issues promised are: #2 Heinkel He 70/170 "Rayo", Henschel HS 123 "Angelito", #4 Focke Wulf 200 "Condor", #5 Heinkel He 115, #6 Bristol "Bulldog", and #7 Gloster "Gladiator". Review copy provided by the publisher, Carlos Fresno Crespo.

[Ed: The publisher has offered to provide these monographs to SAFO readers through the SAFCH. The exact cost will depend on the size of the order and the subsequent cost of postage. If you're interested in subscribing to this series, let me know and I'll see if the demand is great enough to allow a substantial discount. Although not necessary, if you send "earnest" money, it will speed things up a bit while your money resides safely in your SAFCH account.]

**Les Messerschmitt Bf 109 Finlandais**, by Kari Stenman & Kalevi Keskinen. Hors-Serie Avions #8. Editions Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 140 F plus postage.

This latest addition to Avions Hors Serie is presented in their usual excellent format: 96 A-4 size pages with French text, photos well-reproduced on glassy paper, and excellent color drawings. The subject, of course, is the Bf 109 in Finnish service. This book is predominately a photo essay since the text is minimal and unobtrusive with the photos, generally 2 of 3 per page, occupying most of the book.

The chapters are: "Les Messerschmitt Bf 109" 3 pages including 3 photos of Luftwaffe 109s arriving in Finland; "Un nouveau groupe de chasse" 7 pages including 16 photos in Finnish markings (with one photo of an a/c with but German and Finnish national markings); "La Flotte de la Baltique passe a l'offensive" 19 pages including 46 photos: "La Flotte de la Baltique bombarde Kotka" 3 pages including 7 photos; "L'ete 1944" 14 pages including 34 photos; "A l'assaut des terrains" 7 pages including 16 photos; "Les autres fronts" 4 pages including 11 photos; "L'apres-guerre" 19 pages including 60 photos of 109s with Finnish roundels; "Les victoires aerienes" a one-page list of pilots and the number of their victories; "Historique numero par numero" 7 pages with summary of the service history of each Finnish 109; "Carte de Finland" a map of Finland with borders and cities indicated. "Equivalence des grades" equivalent ranks in Finland, France, USAAF, & RAF; and "Le camouflage" 10 pages including 3 color photos, 16 color side-view drawings, and 2 color multi-view drawings ('MT-213' with toned-down Finnish swastika national markings and 'MT-504' with Finnish roundel national markings).

Les Messerschmitt Bf 109 Finlandais is an excellent book that deserves a place on the shelves of any aviation enthusiast or modeler interested in the Finnish Air Force. However, there is one caveat, most of the photos in this book are the same as in the authors' book "Messerschmitt Bf 109G" #6 in the Finnish series "Suomen Ilmavoimien Historia". The Finnish book has more side-view drawings, (although many are in black & white) as well as the advantage of having an English-language summary. For those who have the Finnish book, the French book can be recommended only to the most avid Finnish-ophile.

Review copy provided by Michel Ledet of Lela Presse.

**Operation Barbarossa (1<sup>ere</sup> partie)** 22 juin 1941: l'USSR pour cible. Batailles Aeriennes #12. Editions Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 69 F. (One year, 4-issue subscription is 210 F.)

Avion's series Batailles Aeriennes now turns its attention to the German invasion of Russia, with this first part concentrating on the first day of that campaign. The format is in the usual Batailles style; 80 A-4 size pages with French text, lots of photos well-reproduced on glossy paper, maps, and beautiful color side-view drawings.

Let's look at the content: "Attaquer l'USSR" 8 pages including 16 photos of personalities; "L'armee Rouge" 5 pages including 8 photos of ground units; "Les forces en presence" 17 pages including orders of battle for Soviet and German air forces, and 23 photos (one a color photo of a Hs 126 and captured I-16 & TB-3); "22 juin 1941: la curree" 19 pages including 40 photos (Including a Lithuanian Fairley Seal and Romanian IAR 39, IAR 80, & Blenheim I; "Les forces blindees sovietiques" 6 pages with 15 photos of Soviet armor; "Les allies de l'Allemagne" 7 pages including 24 photos (Romanian IAR 39, IAR 80, He 112, Hurricane, PZL P.24, He 111, PZL 37, Bloch 210, Potez 633, & Savoia S.79; Hungarian CR 32, CR 42, Ca 135, WM 21, Ju 86, & He 70; Slovak B-534, S-328, & B-71; Finnish Buffalo, Blenheim, Fokker D.21, & MS.406); "Uniformes" 2 pages with 8 color drawings of Soviet airmen 1941-45; "Les maquettes d'avions sovietiques de 1941" 2 pages with color photos of the box art for 24 kits. Fiches monographiques are each one page with a 3-view scale drawing and a color side-view drawing: Polikarpov I-152; Polikarpov I-153; Polikarpov I-16; Nieman R-10; Tupolev SB 2-M-100A; Sukhoi Su-2; and Messerschmitt Bf 109F. Also included are 7 color side-view drawings (He 111, Ju 88, Bf 110, Ju 87, Hs 126, I-16, & MiG-3) and 2 maps.

Operation Barbarossa is a fine addition to the Batailles Aeriennes series.

Review copy provided by Michel Ledet of Lela Presse.

**The Complete Encyclopedia of World Aircraft**, Barnes & Noble, ca. 1997. 929 pages. \$14.99. Originally published as the set *Airplane* in 1990.

This book is a great value at US \$14.99. "2500 aircraft ... 3500 color and black-and-white photographs ... 700 full-color art work and nearly 300 three-view drawings." Many of the illustration are of small air force interest. Military and civilian aircraft are covered, including rotorcraft.

Arrangement is alphabetical, by manufacturer. So, to find the IK-3, it helps to know to go to Rogozarski. (But, we're all experts here, right?) This makes it easy to get a quick overview of type development and variants. The index is by type, e.g., "Dive Bombers", and is virtually useless.

How complete is "complete"? Well, about what you would expect. There are no entries for Anbo or DAR, but there are many aircraft I had never heard of before.

Bottom Line: This book is not a complete encyclopedia of anything, but it is a great buy, a useful reference, and fun to browse. Look for the big, blue, shrink-wrapped book in the bargain section of Barnes & Noble, or go to their website at <http://www.barnesandnoble.com/>

Walt Noiseux (SAFCH 1574), PO Box 181, Syracuse, NY 13201, USA.

Revi, Revi Publications, PO Box 143, Svojskova 143, 708 00 Ostrava-Poruba, Czech Republic. E-mail: [revi@ostrava.cz](mailto:revi@ostrava.cz)

This magazine from the Czech Republic has been around for a couple of years, but these are the first issues I've had the pleasure to see. The magazine is A-4 size with 52 pages including color covers and a center-section of 8 pages of color photos and drawings. The reproduction of the b&w photos is good and the color work, both photos and drawings, is excellent. The text is in Czech, but the photos and drawings are also captioned in English. Each issue contains 7 pages of reviews of kits and books (usually including photos of the real aircraft being reviewed).

Here is a review of the contents for the two issues at hand:

#25 "Ding Hao" 6 pages on Vultee and Northrop bombers with the Chinese AF including 10 photos and 7 color side-view drawings (Vultee V-11, Curtiss Hawk H-75, Northrop 2E, and Mitsubishi G3M2 & A5M2). "Kapitan Naoyuki Ogata" 2 pages including 3 photos and 2 color side-view drawings (Kawasaki Ki-61 & Republic P-47D). "Legenda jmenem Sidewinder" 6 pages including 6 b&w photos, 2 color photos, and 8 side-view drawings (F-5E, F-8E, A-7E, F-4N, F-104C, F-15B, AV-8B, & F-16N), and drawings of versions of the AIM-9. "Hansa-Brandenberg D.I series 28" one page with 6 photos. "Champlin Fighter Museum" 3 pages including 9 b&w and 8 color photos. "Lizzie leta tise" 3 pages including 2 photos and 3 color side-view drawings. "26th International Vintage Glider Rallye" 3 pages including 7 photos. North American T-28 Trojan" 6 pages including 19 photos. "Avie B-534 a Bk-534 ve sluzbach Luftwaffe" 2 pages including 4 photos.

#26 "Ze 4. Sentai" 5 pages including 4 photos and 2 pages of color drawings (Nakajimi Ki-27 and Ki-45). "Katapultaz pod hladinou" 7 pages including 16 b&w photos, 6 color photos, and 3 color side-view drawings of USN A-7. "Lizzie leta tise" 4 pages including 4 photos. "Srazka" 5 pages including 5 b&w and 9 color photos of Czech Su-22. "Vietnam '72" 3 pages including 2 photos and 4 color side-view drawings (MiG-21, MiG-19, F-4D, & F-4J). "Max Immelmann" 4 pages including 4 photos and 2 color multi-view drawings (Fokker E.VI & BE 2c). "Hlavou dolu nad Champagne" 7 pages on a flight aboard a French Magister including 7 photos. "Hansa-Brandenberg D.I series 65.7" one page with 7 photos. "Avie B-534 a Bk-534 ve sluzbach Luftwaffe" 2 pages including 6 photos. Revi is a well-produced magazine that can hold its own with any magazine in the West. Unfortunately, the two issues at hand do not have much to interest the dyed-in-the-wool fan of the small air forces.

**Mushroom Model Magazine**, 36 Ver Road, Redbourn, Herts AL3 7PE UK. UK £2.95, USA \$6.85, Canada \$8.85. Subscriptions available in North America at \$32.00 through Wise Owl Worldwide Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277-6145, USA. E-mail: [wiseowl@sprintmail.com](mailto:wiseowl@sprintmail.com). Web Site: [www.wiseowlmagazines.com](http://www.wiseowlmagazines.com).

Joe Daileda (SAFCH #28) of Wise Owl Worldwide Publications sent two issues of this English magazine for review. He says, "Although billed as 'not taking serious modelling too seriously', I find the articles are well researched and include a balance of both historical and modeling material. Like SAFO and Insignia Magazine, many offbeat topics are covered, so I think Mushroom

Model Magazine will be of interest to those SAFCH members who just can't get enough of this type of material." You can judge for yourself from the content of the two issues Joe sent for review. Each issue consists of 24 A-4 size pages including outside color covers. The photos, particularly the color photos, are well reproduced and the drawings are first class.

Vol 4 No 3 "Yugoslav Hurricanes" 7 pages including multi-view drawing and 2 photos of the model (one in color); this article, by Sid Napier, is identical to the one by Sid in SAFO #92. "German WW2 Aircraft Machine Guns" 2 pages with multi-view drawings of MG 15 & MG 17. "A Researcher's Dilemma! Modelling in 1:1 Scale" 3 pages on determining an accurate color scheme for restoring a P-51D as 'CV-P' includes multi-view drawing and three photos (one in color). "My First Hot Rod" 2 pages on building '32 Ford including 4 photos of the model (one in color). "Hot Off the Workbench" 5 pages reviewing the AMT/ERTL 1/48-scale Anakin's Pod Racer, Azur 1/72-scale Loire-Nieuport LN 411, A-Model & ICM 1/48-scale MiG-3, Accurate Miniatures 1/48-scale Grumman F3F-1, High Planes Models 1/72-scale Ryan STM/PT-20, and MPM 1/72-scale Fairchild M62/PT-10A; this section has 2 photos and a sketch. "Book Reviews" 2 pages reviewing Squadron/Signal US Self-Propelled Guns in Actions; Romanian Air Force - the Prime Decade 1938-47; & Walk-Around No. 17: A-10 Warthog; and 4+ Publications Westland Lysander.

Vol 4 No 3. "Naval Illumination: Fairey Firefly" (Part 1) 8 pages including 18 photos (3 in color) of preserved F.1 and 13 side-view drawings (RN, Dutch, Danish, & Ethiopian). "Gallic Ghost" 6 pages on the Finnish Morko-Morane including 7 photos, 3 sketches from the maintenance manual, and one side-view drawing. "Hot Off the Workbench" 5 pages reviewing the Azur 1/72-scale Hanriot H232; AML Bf 109D-1; High Planes Models 1/72 Unlimited Class air racers (P-51D 'Roto Finish' and Sea Fury 'Furias'); Tamiya 1/48-scale Fairey Swordfish; Tamiya 1/48-scale Mosquito B/PR.IV and 1/72-scale NF.II/FB.VI; PVL Breguet XVI Bn2; High Planes 1/72-scale Atlas Cheetah; Special Hobby Helicopters (1/72-scale Hiller UH-12 & 1/48-scale Mil Mi-1); includes 2 photos and 2 sketches. "Biteback" one page reply to the reviews of the PT-19 and PT-20 that appeared in the last issue; includes 2 photos of models. "Book Reviews" one page reviewing the Detail & Scale P-39 Airacobra (one photo) and Red Roo Model Publications Kiowa in Australian Service.

Mushroom Model Magazine, or as it is affectionally called M<sup>3</sup>, is a very professionally produced magazine that provides a good balance of well-researched historical information and sophisticated modeling advice. I wish other publications were this serious about "not taking serious modelling too seriously".

Review copies provided by Joe Daileda of Wise Owl Publications.

Il Notiziario Nr. 2/99. The magazine of IPMS Italy has been absent from these pages for a number of years. My knowledge of the Italian language is not sufficient for me to tell if this long-delayed issue represents a rebirth or merely a final gasp. Perhaps a letter to the editor, Marino De Bortoli, Via G. Prati 12, Cassina Nuova, 20021 Bollate (Mi), Italy, might get some information about the future of Il Notiziario.

Articles in this issue are: "Aermacchi MB-326: Supermodel scala 1/72" 2 pages including one photo of the aircraft and 2 photos of the model. "SIAI SF 260: Sky Models 1/48 - Cunamodel 1/72" 3 pages including one photo of the aircraft and two photos of the model. "Servizio Aereo della Polizia di Stato" 3 pages including 7 photos. "Macchi M-9 in Polonia" 2 pages including 2 photos and multi-view drawing. "Spitfire Polacche" 2 pages including one photo and drawings of Polish Spitfire LFVb. "Aermacchi MB 339" 7 pages including 15 photos.

I have recently received the latest issue of the Finnish magazine, **Suomen Ilmailuhistoriallinen Lethi** (The Finnish Aviation Historical Magazine) issue 1/2000. I must remind you that I do not read Finnish, but the magazine comes with a condensed English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: InScale 72 Production, Makelankatu 5 B 10, 00550 Helsinki, Finland. This issue contains an interesting article on the Finn's attempts to get additional fighters, even settling for the hapless Roc! I am sure that if you could negotiate the rights to reprint this article with a full translation, photos, and 3views, it would be of great interest to our readers.

The cover picture is an excellent picture of the Blackburn Roc. This was a British turret fighter, similar in concept to the RAF's Boulton Paul Defiant, but with a radial engine and operating with the Fleet Air Arm. I was surprised to see this picture, because I was under the impression that this magazine specialized in Finnish aviation history. But, it seems that the Blackburn Roc was going to be added to the Finnish Air Forces! There is a detailed account of red tape involved in the Finn's attempt at getting these fighters. In the end, the deal fell through. There are five excellent pictures of this little known airplane, including the cover, showing some variations on the camouflage and the insignia. The article is further supported with two excellent full-page 3views. One shows the Roc's configuration and the other illustrates the Roc's FAA and Finnish color schemes.

The next article gives the wartime history of Lauri Nissinen, the sixty-ninth holder of the Mannerheim Cross, which is Finland's highest military decoration. He flew the Fokker D-XXI, the Brewster Buffalo, and the Messerschmitt Bf 109, and side profiles of his airplanes are given. In addition, the four page article has five pictures and a tabulation of his victories.

Then there is a wartime report that the Finnish AF commissioned to analyze the effectiveness of their tactics and policies. In general, fighter units operated on the "everybody up and go get 'em" tactic. This interesting six page article is illustrated with eight photos.

The 'Historical' article runs for two pages and has three photos of Farmans and Deperdussins as operated in defense of the Helsinki area in 1915. In the 1970s, the Finnish AF operated a number of Piper Cheorkee Arrows of various types which were used in communications duties, and four of them are illustrated with photos. There is also a three view of a Hawker Hurricane in Finnish colors.

In all, this was a particularly interesting issue due to the article on the Blackburn Roc.

Gus Morfis (SAFCH #3), 4709 Green Meadows, Torrance, CA 90505, USA.

The kit is in the now-familiar Broplan style: well-engineered parts laid out on two sheets (22 cm by 12 cm) of medium-thickness white styrene with inscribed panel lines and excellent wing-rib representation, and a couple of small sprues of injection-molded parts providing the tiny bits such as wheels, propeller, interplane and landing gear struts, machine gun, and interior detail. Broplan's injection-molded parts are improving with each new kit although some flash still remains.

The two-page instruction sheets consists of the usual diagram of the layout of the parts, a easy-to-understand exploded construction diagram, and drawings of cockpit interior and rigging. An excellent 3-view drawing shows 'sigma 14' of the Royal Hellenic Air Force at Larissa Air Base in an overall Dark Green color scheme with bare metal forward fuselage. No decals are provided.

Conversion to a Romanian monoplane couldn't be simpler - just discard the lower wing and add long struts from the bottom of the fuselage to point on the upper wing were the interplane struts would

normally be attached. Scale drawings of the monoplane are on page 235 of the Avions book. This book also contains photos and color side-view drawings of both the Greek and Romanian aircraft. The Broplan kit of the Potez 25 is a must for anyone building a collection of models of aircraft from the between-the-war period.

Review kits provided by Janusz Brozek of Broplan.

**Piaggio P.136L.** 1/72-scale vacuform kit with injection-molded parts. MS-73. Broplan, Ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

There have been few aircraft that are more attractive than Piaggio's twin-engine flying boat with its gull wings and pusher propellers. The Broplan kit captures all the elegance of this little beauty. The engineering and presentation of this kit is in the usual Broplan style as reported in the review of the Potez 25 above, so need not be repeated except to mention the vacuformed sheet of clear plastic that provides two sets of windows to allow either cutting out the individual windows or fairing the whole section into the fuselage were the join can be smoothed out without scratching the windows.

The instruction sheet provides a three-view drawings of an Italian Air Force aircraft '84-16' of 84<sup>th</sup> Group based at Vigne di Valle. No decals are provided. Unfortunately, I far as I can find, no other air forces used this seaplane, although several used the landplane version. [Ed: if anyone knows of any small air forces that used the seaplane, please contact the editorial office.] However, this lack of small-air-force connection will not bother the modeler who would like to build a model of an attractive aircraft in a spectacular color scheme. The Italian seaplanes were in overall Silver with Black below the waterline, but with a red and white sunburst on the upper surfaces of the graceful gull wings.

The Broplan kit of the Piaggio P.136L will make an eye-catching addition to any model collection.

Review kit provided by Janusz Brozek of Broplan.

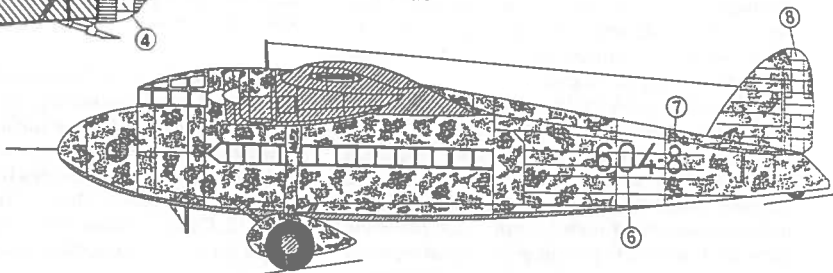
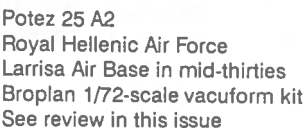
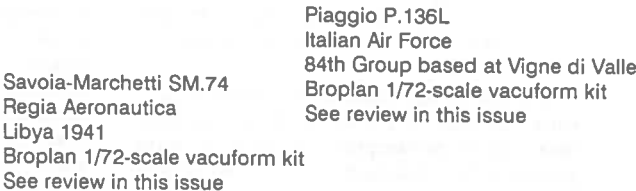
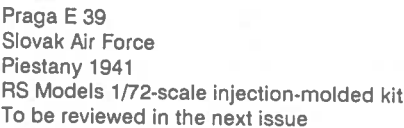
**Savoia-Marchetti SM.74.** 1/72-scale vacuform kit with injection-molded parts. MS-74. Broplan, Ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

Now this is a real change of pace for Broplan who usually prefer to kit small-to-medium size Polish or Swedish aircraft. No. it's not the fact that it's an Italian aircraft, but that it's a large four-engine Italian aircraft. With a wing span of 28.68 m, the SM.74 makes a 1/72-scale model with a span of 41.2 cm that requires five sheet of vacuform parts, two clear sheets, two sprues of injection-molded parts, and a cardboard box with a color painting of the aircraft on the top. As usual, the parts are well engineered although, because of the limited size of Broplan's vacuform machine, the fuselage has to be molded in two parts and it will be tricky to hide the joint. A sturdy spar is provided that should make construction of the huge wings easier.

For those not familiar with the SM.74, it is a high-wing monoplane with four ridiculously-small engines and a cavernous fuselage sitting on a stalky undercarriage with spatted(!) wheels. A long line of windows down the length of the fuselage and ungainly cockpit canopy add to the ugliness of the aircraft. The instruction sheet provided a 3-view drawings of '604-8' of the Regia Aeronautica in Libva 1941.

If you haven't guessed it by now, I've fallen in love with this aircraft and the color scheme only adds to this fascination. The under surfaces are Grey (FS 36293) and the upper surfaces and fuselage of '604-8' is camouflaged in Yellow (FS 33434) splotted in Green (FS 34102) and Brown (FS 10076). Add a broad white fuselage stripe, black & red serial numbers, the white Italian cross on the rudder, and faces insignia on the wings, and you have a model to make any modeler proud.

Review kit provided by Janusz Brozek of Broplan.





**Tomahawk! P-40CU & H81A-2**, 1/48-scale decals. CED48117. Cutting Edge Modelworks, PO Box 3956, Merrifield, VA 22116, USA. WWW.meteorprod.com. \$8.99.

This 14 cm by 20.5 cm sheet provides the national insignia and markings for four Tomahawks; three shark-teeth H81A-2 with the American Volunteer Group (AVG) "Flying Tigers" and one P-40CU with the 35th Pursuit Squadron, 8th Pursuit Group at Mitchel Field, NY, in 1941. For the AVG: (1) 'P-8178' flown by Charles Bond of the 1st PS AVG, white '5' with the "Adam & Eve" emblem; (2) 'P-8134' flown by Tex Hill of the 2nd PS, white '48' with a "cowboy" emblem; and (3) 'P813' flown by Tom Haywood of the 3rd PS, white '49' with "flying tiger" emblem, a partially painted over tiger, and "bull dog" personal emblem. The decal sheet also provides the "shark teeth" for all three a/c as well as the white, blue, and red fuselage stripes. The Chinese national markings are provided in both unfaded and faded colors, with the unfaded ones recommended for the lower surface of the wings and the faded ones for the upper surfaces. The P-40CU carries red-centered US national markings, striped rudder, blue "U.S. ARMY" on the under surfaces of the wing, a large '8P54' for the top surfaces of the wing, and small '548P' for the vertical fin.

The instruction sheet provides color side-view drawings for all four a/c, color top- and bottom-view drawings, a detailed description of each a/c, and a bibliography. The decals are well printed, in perfect register, and the colors are excellent.

These decals are most recommended to anyone planning to build a 1/48-scale model of a Flying Tiger Tomahawk.

Review decals provided by David Klaus of Cutting Edge Modelworks.

The following six decal sheets from **Dutch Decals** are all of the same size, 20 cm by 8 cm, and they are all of the high quality of registration and color we have come to expect from this company. The two-page instruction sheets consist of excellent side and top-view drawings that show the complete camouflage pattern and the placement of all decals. The decal sheet provides all the national insignia, serials, and other marking necessary to complete the illustrated aircraft, although alternate serials are often provided for which national insignia have to be obtained from other Dutch Decal sheets. All these sheets are highly recommended. [Ed: A few of these sheets, as well as earlier sheets are available from the SAFCH Sales Service. The others can be obtained directly from: Dutch Decals, L.H. Boerman, Kerstraat 2, 2471 AP Zwammerdam, The Netherlands. E-mail: info@dutchdecals.demon.nl. Web site: www.dutchdecals.nl] Review decals provided by Luc Boerman of Dutch Decals.

**Fokker D-XXI LVA, Kingfisher and DB-7B Boston RNethNavy**, 1/48-scale decals. Dutch Decals #48026.

This sheet allows the modeler to build the following a/c in 1/48 scale: (1) Fokker D-XXI '212' or '229' as they appeared on 10 May 1940. National insignia, serials, "boot" and "three mice" insignia, and stenciling are provided. (2) Vought-Sikorsky OS2U-3 Kingfisher 'V-10'. Although carrying "orange triangles", this a/c was delivered to the RAAF and never saw service with the Dutch Navy. And, (3) Douglas BD-7 (A-20) 'AL907' in service 27-2-'42 Tjililap AB NEI.

The 2-page instruction sheet provides side and top

view drawings showing the complete camouflage patterns and the placement of all decals. [Ed: The instruction sheet shows that the Green and Beige changed places on '230' and '247'. I first noticed this on the color drawings that appear in the issue of Aero Journal abstracted in this issue of SAFO.]

This sheet is a must for all modelers who build 1/48-scale models of the a/c of the small air forces.

**F-16 Klu 'Mig Killer', C-47 334 Sqn. KLu, Meteor F.4 KLu, Meteor T.7 RNethNavy, Avenger TBM-352 RNethNavy**, 1/48-scale decals. Dutch Decals #48027.

This sheet provides the serials and inscriptions (KON.MARINE and KONINKLUKE LUCHTMACHT) for four post-war Dutch a/c: (1) Meteor F.Mk.4 'I 62' in Dark Green and Extra Dark Grey camouflage over PRU Blue. (2) Meteor T.Mk.7 '135' of the RNethNavy in overall High Speed Silver finish. (3) Grumman TBM-352 '038' on the Karl Doorman in Extra Dark Sea Grey over Sky. (4) C-47B 'ZU 11' in a camouflage of Dark Sea grey and Dark Green over PRU Blue. Although serials and inscriptions are provided for all a/c, the national insignia must be obtained from other Dutch Decals sheets. In addition, "kill" markings are provided for F-16A 'J-063' that shot down a Serbian MiG-29 during the Kosovo crisis.

The 2-page instruction sheet provides side- and top-view drawings for all four a/c.

If you have a 1/48-scale kit of the Meteor, Avenger, or C-47 on the shelf, here is a good opportunity to build it in the marking of a small air force.

**B-25C Mitchell RNEIAF, Interceptor RNEIAF, Ryan STM-2 RNethNavy, Firefly Mk.I RNethNavy**, 1/48-scale decals. Dutch Decals #48028.

This sheet is a mixture of Pacific War and Post War Dutch a/c. (1) B-25 Mitchell 'NS-126' on the R-NethEastIndies AF carry the "orange triangle" national insignia (which were soon replaced by the "flag" national insignia). (2) Ryan STM-2 'S-26' in Olive Green over Silver finish and "orange triangle" national insignia. (3) Curtiss CW-21B Interceptor 'CW-363' of 2-VI.G.IV at Madionen Maospati, NEI, in a camouflage of Medium Green and Olive Drab over Silver and "orange triangle" national insignia. (4) Fairey Firefly Mk.I '28 11' at Soerabaja 1946-'49 in a camouflage of Dark Sea Grey and Extra Dark Sea Grey over Sky and "tricolor" national insignia. The KON.MARINE inscription and serials are provided, but not the "tricolor" national insignia.

Once again the 2-page instruction sheet provides excellent side- and top-view drawings showing the camouflage pattern and the placement of the decals.

Once again, an excellent decal sheet from Dutch Decals that will allow the modeler of 1/48-scale a/c to add to their collections more aircraft carrying the markings of the small air forces.

**Martin 139 RNEIAF, Lockheed 212 RNEIAF, DB-7A Boston RNethNavy, Beech Kansan, Ryan STM-2 RNethNavy, F-16 Mig Killer KLu**, 1/72-scale decals. Dutch Decals #72043.

This, the first of three new sheets for a/c of the "orange triangle" in 1/72-scale, provides national insignia and serials for five aircraft carrying the "orange triangles". Four of these were in the Dutch East Indies during the Japanese invasion: (1) the Lockheed L-212 'L201' which escaped to Ceylon after the fall of the NEI, (2) Douglas DB-7 'AL907', one of the few to see service in the NEI, (3) Martin

139 'M514' in an experimental camouflage of Olive Drab and Medium Green over Silver, and (4) Ryan STM-2 'S-26' in Olive Green over Silver. The fifth a/c carrying the "orange triangles" is a Beech AT-11 Kansan 'A-14' at the Dutch Military Flying School in Jackson AB Mississippi, USA, 1942. A small section of the sheet provides the "kill" marking for the Dutch F-16A 'J-063' that shot down the first Serbian MiG-29 during the Kosovo crisis. (The other markings for this F-16A are on Dutch Decals #72036.)

The excellent instruction sheet provides drawings for all of these a/c as well as a Martin 139 'M502' with True Blue upper surfaces and tricolor roundels and Ryan STM-2 'S-26' in an overall Silver color scheme. The decals provide serials for 'M502'.

This sheet provides all the decals needed for a representative collection of NEIAF aircraft and is highly recommended to anyone wishing to add to a collection of NEIAF fighters.

**Triangles, white and black numerals LVA, R-NethNavy, RNethEastIndiesAF**, 1/72-scale decals. #72044. Dutch Decals, L.H. Boerman, Kerstraat 2, 2471 AP Zwammerdam, The Netherlands. E-mail: info@dutchdecals.demon.nl. Web site: www.dutchdecals.nl

This double sheet (two 8 cm by 20 cm sheets) provides orange triangles, black numbers, and white numbers of various sizes. The triangles vary in size from 4.7 cm on a side down to 0.4 cm on a side. The white numbers come in three sizes, 1.2 cm, 0.8 cm, and 0.7 cm. The black numbers come in two sizes 0.8 cm and 0.7 cm.

The one-page instruction sheet provides a short history of the "orange triangle" national markings and four photos of a/c carrying these markings. However, the modelers must consult other references for information on the markings and their placement on the particular a/c being modeled.

This sheet is a must if you are planning to build a model of a Dutch aircraft carrying "orange triangles" for which specific decals are not available.

**B-25C Mitchell RNEIAF, Ryan STM-2 RNEIAF, PBV-5(A) Catalina RNethNavy**, 1/72-scale decals. Dutch Decals #72045.

Another set of decals for aircraft carrying the "orange triangle" national insignia. (1) B-25C Mitchell 'NS-126' in Olive Drab over Neutral Grey color scheme (the triangles were soon replaced by the "flag" insignia). (2) PBV-5 Catalina 'Y-38' or 'Y-39' in Sea Blue Grey over Milk White at Morokrembangan NEI in 1941. (3) PBV-5A 'Y-75' in Ceylon 1943. (4) Ryan STM-2 'S-51' of RNethNavy or 'R030' of RNethEastIndiesAF both in overall aluminum finish.

This sheet is recommended to the modeler specializing in the a/c of the early days of the Pacific War to add a couple of usual Dutch aircraft to their collection.

**Finnish Air Force**, 1/72-scale decals. GAL Decals, George Lowe, 22 Gowanhill Gardens, Stirling, FK8 1SG Scotland.

These decals were mentioned in SAFO a few issues back, but at that time a complete review was not possible since the decals had not yet been received. These sheets measure 21 cm by 15 cm and they are sharply printed in perfect register with dense colors. A thoroughly professional job from such a new company.

Sheet 72-001 provides markings for Finnish

Friedrichshafen FF.49c (C.72-18 & C.59/18), Gourdou-Lesurrie GL.21 8F.8 & 8F.9), Mi-4 (HR-2), Mi-8 (HS-2), BAe Hawk, MiG-21bis, and SAAB Draken. While serial numbers and unit insignia are given for several a/c of each type (except for the Mil's) there are only enough national insignia for one for each type. This set is let down by the instruction sheet which, well adequate, is poorly reproduced so additional references to the camouflage patterns will be useful.

Sheet 72-002 provides markings for IVL A.22 Hansa (4.F.66, 4.F.66, & IL-113), Breguet 14A2 (2 470 & 2.C.464), Valmet L-70 Vinka (VN-4, VN-6, & VN-21), and SAAB Draken (DK-205). Again, unit insignia are provided for all a/c; the three-headed dragon for the Breguet is particularly impressive. The instruction sheet is excellent.

These GAL decals are useful for anyone attempting to build a representative collection of Finnish a/c. Sheet #1 is particularly recommended if you have either the Top Gun resin kit of the FF.49c or Dujin resin kit of the GL.21, and for anyone with a spare injection-molded kit of the Mi-4, Mi-8, or Hawk. Sheet #2 is a must if you have the Broplan vacuum kits of either the Hansa and Vinka since these kits did not include any decals. [Ed: We desperately need a 1/72-scale, injection-molded Breguet 14.]

GAL decals are available in the USA and Canada from SAFCH member Jim Lyzun of Flight Decals,

in Belgium and France from NZ Distribution, in Finland from SAFCH member Martti Kuivalainen and the Aviation Shop, and in the UK from Hannants, Aeroclub, and ED Models.

George Lowe writes, "My next two sheets are currently in preparation and, hopefully, will be available around July 2000. These will be two sheets of the most common sizes of Finnish national markings (Hakaristi) in use between 1919-44 and will also include the very small insignia applied to propeller blades of some aircraft of the period." Review decals provided by George Lowe of GAL Decals.

**Fitters over the Panjshir Valley**, Su-17m3s and m4s of the Soviet Union's VVS 40th Air Army in Afghanistan, 1980-1988. 1/48- and 1/72-scale decals. 48001 and 72001. \$8.99 each. Linden Hill Decals, PO Box 543, Crugers, NY 10521, USA. [www.lindenhillimports.com](http://www.lindenhillimports.com).

These two sheets, 13 cm by 21 cm, are identical in every way except for scale (the 1/72-scale sheet has a little more space between the individual decals). The quality of these sheets is excellent with perfect register, sharp printing, and vivid colors. Only enough red stars and intake warnings are provided for one aircraft, but serials and unit insignia are provided for six Fitters. (1) Red '26' with Chirchik Air Base dragon motif. This aircraft is reputed to still be flyable and in service with the Air Force of

Uzbekistan, who now control Chirchik Air Base. (2) Blue '21' with owl motif. (3) Red '03' with 14 small victory(?) red stars. (4) Yellow '10' Soviet Navy. Crimean based aircraft taken over by the Ukrainian Navy. (5) Blue '42' with Panjshir Tiger motif. (6) Blue '07' with Bat and American Indian emblems and Tiger Mouth drop tank motif.

The 4-page instructions give comprehensive Historical Notes, Camouflage Notes, Recommended Kits, and References, as well as detailed notes on each aircraft including descriptions of the camouflage colors. Two pages are devoted to color side-view drawings of each aircraft and generic top and bottom views.

Linden Hill's decals for the VVS Fitters in Afghanistan are well-researched and superbly produced and should appeal to anyone building a collection of modern Soviet aircraft. For the modeler of the aircraft of the small air forces there's the additional enticement that these aircraft may well still be in service in Ukraine, Uzbekistan, and possibly even Tadkhistan. If information ever comes out about these latter two country's Su-17, these decals will become indispensable.

Review decals provided by Guy Holroyd of Linden Hills Decals.

#### -accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-

**Cast Resin Accessories.** Cutting Edge Modelworks, PO Box 3956, Merrifield, VA 22116, USA. [WWW.meteorprod.com](http://WWW.meteorprod.com).

The following accessories, cast in a dark-grey resin, are completely devoid of bubbles or other surface imperfections. The surface detail is sharp and intricate. The engineering is well thought out so that, with a few unavoidable exceptions, no detail will be lost in removing the parts from their "bench" (or whatever it is called in resin casting).

Review samples provided by David Klaus of Cutting Edge Modelworks.

**Fw 190D-9, 1/32-scale Cockpit Detail.** CEC32032. \$24.95

This cockpit "super detailing set" is designed to fit the Hasegawa 1/32-scale kit of the Fw 190D. The set is based on "wartime photos and original Luftwaffe technical manuals since most current books on the Fw 190D contain photos of poorly restored (or totally made-up) museum birds". Construction begins with a highly-detailed cockpit tub with delicate side-panel detail molded in. Eight resin "benches" include the seat and other small parts (for a total of 19 parts) and the acetate instrument panels. Also included are a pair of upper inboard wing cannon bulges "to replace the awful teardrop bulges molded in the kit" and a rear upper deck for the cockpit. The 2-page instruction sheet provides exploded drawings showing the steps in filling in the cockpit tub and its placement into the Hasegawa kit.

The Cutting Edge resin cockpit set for the Fw 190D-9 provides an easy, but expensive, basis on which to build a super-detail cockpit.

**Fw 190A-8, 1/32-scale Cockpit Detail.** CEC32031. \$24.95.

In conception and execution, this "super detail set" is identical to that for the Fw 190D-9 and differs

only in the details. In fact, the instruction sheet is identical except for Step 13 which advises, "Carefully cut the awful spreader bar from between the arms of the sliding canopy as shown in Figure 7. Glue the rollover bar to the rear of the head rest. Measure .745" back from the front edge of the canopy base and glue the headrest in place. The rollover bar does not fit into the receptacle inside the canopy base, but overlaps the kit fitting." This is an example of the care that has gone into the design and presentation of this set. Again, a good basis on which to build a super cockpit.

**P&W R-2800 Radial Engine, 1/72 scale.** TK72012. \$9.95.

The Pratt & Whitney twin-row eighteen-cylinder radial engine powered many of the successful USAF WWII fighters including the Thunderbolt, Hellcat, Corsair, Bearcat, and Tigercat. This superb resin-molded kit, made by Teknics and distributed by Cutting Edge, is deceptively simple: Nine "benches", each provide two cylinder heads and their exhaust piping to be mounted on a one-piece center crankcase. Three photo-etched "spiders" slip between the crankcase sections to represent the intake piping and ignition harness. (Although the instructions show the crankcase molded in two sections, the kit's part is in one piece and will have to be cut to allow the rear spider to be put into place.) Two different crankcase fronts are provided to allow different versions of the R-2800 to be built, and a final "bench" provides the various accessories to be fitted on these fronts.

The kit is badly let down by the instruction sheet: The exploded drawings are good enough, but without a drawings of the layout of the parts, it is difficult to identify which part goes where. Four photos of the full-scale engine are included as well as photos of the -57, -59, -63, and -73 versions, but these are of little use since they are not well

reproduced. The instructions also fail to mention which crankcase front goes with which version.

The instructions notwithstanding, this kit will build up into a beautiful little model that can stand on its own. If you want to mount it on the front of a 1/72-scale model, go ahead, but please don't hid it under a cowl.

**Black Magic Canopy/Wheel Hub Masks.** Cutting Edge Modelworks, PO Box 3956, Merrifield, VA 22116, USA. [WWW.meteorprod.com](http://WWW.meteorprod.com).

This new product is best described by the manufacturer: Each Black Magic set consists of 9.9 cm by 15 cm sheet of black masking material into which are cut the patterns of the parts to be masked off. The sections to be used as masks are to be carefully lifted off and applied to the model. After spray painting they are removed to presumably reveal a perfectly straight delineation between frame and clear part. Each set comes in an air-tight plastic envelope and includes a generic instruction sheet outlining the proper use of the masks.

Black Magic is a nice addition to the modeler's tool box, but remember that each set is custom fit to a particular kit and may not be suitable for use on a kit from a different manufacturer. The following 1/48-scale sets are available from the SAFCH Sales Service.

Review samples provided by David Klaus of Cutting Edge Modelworks.

**B6N2 Jill, 1/48-scale canopy & wheel hubs masks.** CEBM48395. \$6.99.

**P-47D, 1/48-scale canopy & wheel hub masks.** CEBM48397. \$4.99.

**B-10, 1/72-scale canopy & wheel hub masks.** CEBM72101. \$6.99.

**Typhoon, 1/72-scale bubble canopy & wheel hub masks.** CEBM72109. \$4.99.

"I can now provide information on the 12 Pilatus PC-9M that are ready for delivery to the Oman Air Force:

Serial	c/n	Date of Registration	Oman AF c/n
HB-HQG	643	1999-08-31	426
HB-HQH	644	1999-08-31	427
HB-HQI	645	1999-08-31	428
HB-HQJ	646	1999-08-31	429
HB-HQK	647	1999-12-01	430
HB-HQL	648	1999-12-01	431
HB-HQM	649	1999-12-01	432
HB-HQN	650	1999-12-01	433
HB-HQO	651	2000-01-26	434
HB-HQP	652	2000-01-26	435
HB-HQQ	653	2000-01-26	436
HB-HQR	654	2000-01-26	437

Christoph Kugler (SAFCH #1151), PO Box 150, Am Brunnenbachli 20, 8125 Zollikerberg, Switzerland. E-mail: christoph.kugler@switzerland.org

"I have just received SAFO #93, and was delighted to discover that my article on the Irish Air Corps Gladiators had been published. May I point out a slight error, made by myself? The camouflage colours consisted of Dark Earth/Dark Green and not the brown/earth that I had written.

"The Luftwaffe Gladiator article was very interesting and coincides with the information that I have, although I did spot one slight error. The Latvian Government did not sell off its Bulldogs to the Spanish Nationalists. Latvia received 12 Bulldogs in 1929/30. "From 1930 to 1940 a total of 7 Bulldogs were written off in crashes and the remaining 5 were operated by the 4th Fighter Squadron. They were captured by invading Soviet forces in June 1940 and were dismantled and placed in storage within an old run down factory complex called 'Provodnik'. Here they were simply left to rot away. From research that I have done on the Baltic States, Estonia operated 12 Bulldogs and it was 8 of these along with some Potez 25s that were sold to Spain. An order of battle for 1940 states that there were 4 Bulldogs on strength.

"Since I sent in my article, I have changed addresses. This was done in February, so any response to my article will not have reached me. Could you mention this to your readers, so that if anyone sent me further information regarding Gladiators, could they re-send it to my new address?"

Alex Crawford, 98 West High Street, Buckhaven, Fife, Scotland, Great Britain KY8 1AN. Gloster Gladiator Homepage: [www.geocities.com/acrawford0/index.html](http://www.geocities.com/acrawford0/index.html).

[Ed: The following is a copy of a letter sent to the Andy Thomas, the author of the article on Luftwaffe Gladiators that appeared in SAFO #92.] "At the beginning of the German campaign against Soviet Russia, the disposition of the Lithuanian Gladiators was: (a) One was assigned to the 'National Squadron'. It crashed on the first day of the attack and was destroyed. (b) Thirteen were at Siauliai Air Base. Two were under repair and survived. The 11 others were destroyed during the initial German attack.

"I am send you photos of two captured Gladiators: One is definitely ex-Lithuanian; the origin of the other is unknown. These photos show the wreckage

of 5 other Gladiators and I have another photo showing 6 burnt out Lithuanian Gladiators.

"It is possible that the two surviving Lithuanian Gladiators could have been repaired and used by the Luftwaffe."

David Dulaitis (SAFCH #913), 1909 N. Pebble Beach Blvd., Sun City Center, FL 33573-5176, USA.

"SAFO #91 for October 1999 has just come to the top and I would like to comment on several items in this issue. First, the brief piece by Rogerio Terlizzi on the Vultee Vengeance in Brazil was welcome; the aircraft hasn't gotten much coverage. Readers might like to check an article I did for the Journal of the AAHS (Fall 1998, Vol.43, No.3, pages 222-224) entitled Postscript With a Vengeance which details the rather sorry story of the Brazilian A-35Bs.

"Tony Sapienza's article on Pipers in Paraguay was, as usual, excellent. Just a couple of additional items and comments, however. First, the PA-12 for the Navy is indeed a puzzle. So far as I can determine, there have been no known PA-12s on the Paraguayan civil register. This suggests possibly Argentine or Brazilian sources, as the PA-12 was fairly well known in those nations and a number are unaccounted for. Tony challenged me to identify the previous identity of the Piper PA-23-160 Apache, msn 23-1916. It was formerly LV-GOE, and had been registered as such as early as January 1961. By the way, it was spotted in FAP service as FAP 0220 as early as 12 July 1990, a year earlier than Tony noted. Now for some mysteries. A number of publications (including USAF Manual AFM50-40, dated 1962) credited the FAP as having operated Piper L-4s, the usual total being given as four. Tony and I have discussed this, and he believes that the citation is in fact in reference to the Neiva Paulistinas acquired from Brazil which, to the casual observer, are virtually indistinguishable from the L-4. The FAP did in fact acquire four of these from Brazil, but in 1963. AFM50-40 for 1962 was actually published and edited in 1961, which raises some interesting questions. Why would the USAF credit the service with the L-4 if something akin to it were not on hand? I suggest that Tony may also have made mention of a solitary Piper PA-22-135 Tri-Pacer, ZPPBC (formerly ZP-TBC) which was registered to the Ministerio de Defensa Nacional. I suspect that this was one of four PA-22s acquired for LATN, the military airline, but surely must be counted as FAP assets. Every single US Air Order of Battle for Paraguay always included the LATN aircraft.

"The NA-16/AT-6 book for the Air-Britain monograph series is complete and on the way to them for publication; don't have a date as yet."

Dan Hagedorn (SAFCH #394), 13125 Pennervue Lane, Fairfax, VA 22033, USA. E-mail: [dan.hagedorn@nasm.si.edu](mailto:dan.hagedorn@nasm.si.edu)

"It is with great sadness that I have to report the passing of Wladek Gnys, the Polish pilot credited with the first air-to-air victories over German aircraft in the early morning hours of September 1, 1939. Born in 1910 in the Polish village of Sarnow, Wladek grew up on a farm. He joined the Polish Air Force in 1931, following the example of his uncle, Wladziu, who later died in a plane crash in the summer of 1938. In late August 1939, Wladek's squadron was dispersed to their combat airfield at Balice. On the first day of the war he was awakened

by the sound of bombs falling on his peacetime base near Krakow, 5 miles to the west. Taking off in the middle of the raid, Wladek and Capt. M. Medwecki, were attacked from behind by a Stuka from I St/G2, piloted by Frank Neubert, who was on his way home after bombing the Polish pilots' peacetime base. Caught at slow speed, as he clawed for height, Medwecki's P.11c was hit hard by Neubert, who then switched his fire to Gnys. Gnys put his PZL into a violent turning climb, almost stalling his gull-winged fighter into the ground in the process. He pulled out just in time below the trees and caught sight of his captain's fighter wallowing in the air, smoking badly. Accounts differ as what occurred next, but Gnys related to me that he fired upon another Stuka, damaging it, and then he attempted to intercept an He-111, without result. A short time after, flying at 5,000 ft., he acquire two Dornier Do-17E's from III 7./KG 77, still sporting their pre-war 3 tone upper camouflage, 2,000 ft below. Putting his P.11c into a near vertical dive, he opened up with is four 7.9 mm's, first silencing the gunner, then switching his fire to the port engine, mortally wounding the Dornier. Coming around for the second Do-17E, he scored hits all over the cockpit. Both bombers crashed in the town of Zurada. Upon returning to base, he saw Medwecki's P.11c burning on the outskirts of 121 Eskadra's airfield. Wladek's two kills were scored at around 7:00 am.

Wladek escaped Poland and went on to fly Morane Saulnier Ms406c's with GC III/1 during the French Campaign in the spring of 1940, obtaining another kill in the process. He was evacuated with other Polish airmen, when France capitulated in June, and he joined the Poles already serving in England. Flying with various Polish squadrons throughout WWII he was finally shot down flying a Spitfire Mk.IX as Squadron Leader of 317 Squadron on August 27, 1944, in France. Seriously wounded, he sat out the rest of the war, later emigrating to Canada with his wife, Barbara, whom he met and fell in love with in England. The post-war Bajan Commission of the Polish Air Force reconciling claims by PAF pilots credits him with 3 kills and 1 damaged. In 1989 he participated in an historic reunion with his adversary, Frank Neubert, 50 years to the day after they met in the skies over Poland. They remained warm and close friends until Wladek's death on February 28, 2000.

"Wladek enjoyed his waning years, returning to Poland twice in the late 1990's, where he was greeted as a hero and wined and dined by no less than Lech Walesa, himself. During one trip, he visited the Krakow Air Museum and he was invited to sit in the cockpit of the sole remaining PZL P.11c, while the museum staff fired up the Bristol Mercury engine, a fitting tribute, since that particular P.11c served with Gnys's 121 Eskadra in September 1939. The Polish government paid tribute to Gnys by naming both a school and a secondary highway after him. Just recently, in 1999, Wladek was retroactively promoted to the rank of Colonel by the Polish government, which also bestowed upon him Poland's highest civilian award, thus adding to his impressive list of medals, which include the Virtuti Militari, Polish Cross of Valor, Croix de Guerre with Palm, as well as Invasion of Europe Medal, Atlantic Medal and Battle of Britain Medal. With his death, we mourn yet another heroic "Polish Knight of the Sky".

Michael J.Dobrzelecki (SAFCH #682), 1720 Long Hill Road, Millington, NJ 07946, USA.

